



greater WELLINGTON

REGIONAL COUNCIL

Te Pane Matua Taiao

If calling, please ask for Democratic Services

Regional Transport Committee

Tuesday 9 June 2020, 10.00am

Via Zoom meeting

Members

Cr Staples (Chair)

Cr Ponter (Deputy Chair)

Mayor Baker

Mayor Barry

Mayor Beijen

Mayor Foster

Mayor Guppy

Mayor Gurunathan

Mayor Lang

Mayor Patterson

Emma Speight

Greater Wellington Regional Council

Greater Wellington Regional Council

Porirua City Council

Hutt City Council

South Wairarapa District Council

Wellington City Council

Upper Hutt City Council

Kāpiti Coast District Council

Carterton District Council

Masterton District Council

New Zealand Transport Agency

Advisor

David Gordon

KiwiRail

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

Regional Transport Committee

Tuesday 9 June 2020 at 10.00am

Via Zoom meeting

Public Business

No.	Item	Report	Page
1.	Apologies		
2.	Conflict of interest declarations		
3.	Public participation		
4.	Public minutes of the Regional Transport Committee meeting on 18 February 2020	20.41	3
5.	Wellington Regional Land Transport Plan 2021: Strategic framework and investment priorities	20.98	9
6.	Proposed variation to the Wellington RLTP programme 2018-21 – business case phases of the Wellington rail network resignalling and train control system renewal	20.164	19
7.	Regional Growth Framework update	Oral report	
8.	Let's Get Wellington Moving update	Oral report	
9.	Lower North Island Regional Rail	Oral report	
10.	KiwiRail update	Oral report	
11.	Waka Kotahi NZ Transport Agency update	Oral report	



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

Please note these minutes remain unconfirmed until the Regional Transport Committee meeting on 9 June 2020.

Report 20.41

Public minutes of the Regional Transport Committee meeting on 18 February 2020.

Council Chamber, Greater Wellington Regional Council
Level 2, 15 Walter Street, Wellington at 11.03am.

Members Present

Councillor Staples (Chair)	Greater Wellington Regional Council
Mayor Baker	Porirua City Council
Mayor Barry	Hutt City Council
Councillor Cootes	Kāpiti Coast District Council
Deputy Mayor Emms	South Wairarapa District Council
Mayor Foster	Wellington City Council
Mayor Lang	Carterton District Council
Mayor Patterson	Masterton District Council
Deputy Mayor Swales	Upper Hutt City Council
Emma Speight	New Zealand Transport Agency

Public Business

1. Apologies

Moved: Mayor Lang / Deputy Mayor Swales

That the Committee accepts the apologies for absence from Mayor Beijen, Mayor Guppy, Mayor Gurunathan, Councillor Ponter, and Mr Gordon.

The motion was **carried**.

2. Declarations of conflicts of interest

There were no declarations of conflict of interest.

3. Public participation

There was no public participation.

4. Confirmation of the public minutes of the Regional Transport Committee meeting on 3 December 2019 – Report 19.510

Moved: Deputy Mayor Emms / Councillor Cootes

That the Committee confirms the Public minutes of the Regional Transport Committee meeting on 3 December 2019 – Report 19.510, as amended.

The motion was **carried**.

The Committee accorded priority to agenda item 10 – *Let's Get Wellington Moving* update.

5. Let's Get Wellington Moving update – oral update

Andrew Body, Programme Director, updated the Committee on the Let's Get Wellington Moving project. Mr Body advised that the *Let's Get Wellington Moving* programme team will be going out to the councils in the Wellington Region to discuss what delivery means for them. Mr Body advised that *Let's Get Wellington Moving* programme team will approach the councils in February 2020 to coordinate their visits.

The Golden Mile, Thorndon Quay, Hutt Road, and State Highway 1 East were identified as early deliverables. From 24 February 2020, online consultation on the central Wellington city speeds will begin. Wellington City Council will consider submissions in April 2020 and will be looking to mid-2020 to implement any changes. Early engagement on the proposal (6 November to 15 December 2019) showed a general support for most streets to be reduced to 30km per hour on inner city streets.

6. Strategic Framework for the Regional Land Transport Plan 2021 – Report 20.21

Amy Helm, Senior Strategic Advisor, Regional Transport, spoke to the report.

Moved: Mayor Patterson / Mayor Foster

That the Committee:

- 1 Notes the Wellington Regional Land Transport Plan 2021 is being developed in two parts. The draft strategic 'front-end' will be released for engagement in June 2020. The regional programme of transport activities, that forms a bid for funding from the National Land Transport Fund, will be developed in the latter half of 2020 and released for engagement in early 2021.
- 2 Notes that the previous Regional Transport Committee participated in workshops to shape the draft strategic framework for the Wellington Regional Land Transport Plan 2021.
- 3 Notes that the structure of the strategic framework has been agreed by regional/unitary councils throughout New Zealand and Waka Kotahi NZ Transport Agency as part of a new consistent approach to Regional Land Transport Plans.

- 4 Agrees the core elements of the draft strategic framework, presented in paragraph 16, including the word “accessible” into the vision statement (including the preferred option for headline targets), provide the long-term 30 year direction and the foundation for ongoing development of the Wellington Regional Land Transport Plan 2021.
- 5 Notes the next steps are to complete development of the strategic front-end, including 10 year transport investment priorities, and to agree the programme prioritisation methodology.

The motion was **carried**.

7. Proposed variation to the Regional Land Transport Plan 2018 – Porirua City Council Activity Management Plan – Report 20.15

Helen Chapman, Senior Transport Planner, Regional Transport, spoke to the report.

Moved: Ms Speight / Mayor Baker

That the Committee recommends to Greater Wellington Regional Council that the Wellington Regional Land Transport Plan Programme 2018-21 be varied to include the Porirua City Council Transport Activity Management Plan.

The motion was **carried**.

8. Progress reports of the Wellington Regional Land Transport Plan Programme 2018-21 (July to Decemver 2019) – Report 20.6 [for information]

Helen Chapman, Senior Transport Planner, Regional Transport spoke to the report.

9. New Zealand Transport Agency update – oral update

Emma Speight, Director General Relationships (Lower North Island), updated the Committee on New Zealand Transport Agency (Transport Agency) programmes.

Ms Speight informed the Committee that the Transport Agency has been holding National Land Transport Programme (NLTP) information sessions with local government in February 2020 (the Wellington information session was held on 5 February 2020). These sessions discussed:

- a The proposed changes to the Investment Decision-Making Framework (IDMF)
- b Arataki, the ten year plan on what is needed to deliver the Government’s objectives for the land transport system
- c What is needed for the Transport Agency Investment Proposal (TAIP)
- d How the Transport Agency is supporting the development of the next RLTP.

Ms Speight explained Arataki. It is a strategy-led approach and provides a broad view of the needs of the whole land transport system. It looks at all of the levers available to the Transport Agency to achieve the Government’s long-term objectives.

The Transport Agency is also looking at mode shift and plans to grow the share of people walking, cycling and using public transport. It is a critical role in improving the wellbeing of New Zealanders by providing a safer, more accessible and sustainable transport

system. The Transport Agency launched the 'Keep Cities Moving' plan to help deliver on social, environmental and economic outcomes. The Minister of Transport asked the Transport Agency to work with the major urban centres to develop mode shift plans for Auckland, Hamilton, Tauranga, Wellington, Christchurch and Queenstown. For Wellington, the Transport Agency is building off the work underway through the RLTP and the Wellington Regional Growth Framework.

Road to Zero is the Government's new road safety strategy for 2020-2030. It focuses on reducing deaths and serious injury by 40 percent on roads, cycleways and footpaths over the next 10 years. It adopts a Vision Zero approach – to have no deaths or serious injuries in road crashes. There are five focus areas:

- a Infrastructure improvements and speed management
- b Vehicle safety
- c Work-related road safety
- d Road user choices
- e System management.

The Tackling Unsafe Speeds package includes the introduction of safer speeds around schools (maximum of 40km/h around urban schools and 60km/h around rural schools) and encouragement for reduction of speeds in the wider school area. The package also changes how speed limits are set. It also increases the number of safety cameras on the network, and transfers the ownership and operation of speed cameras from New Zealand Police to the Transport Agency.

The Melling Interchange was included as part of the New Zealand Upgrade Programme. A new intersection will be built to improve safety, access to walking, cycling and public transport. It supports flood protection and the revitalisation of Lower Hutt. It will mean the relocation of the railway station and new park and ride facilities. Construction will start late 2022, with an expected completion of 2026. Further details of the programme will be available in March 2020.

State Highway 58 safety improvements includes road widening, roadside and median safety barriers, two new roundabouts and bridge widening. Construction of Stage 2 is expected to be completed by mid-2023. The current Stage 1 programme is delivering safety improvements for Hayward's Interchange to Mt Cecil Road and is expected to be completed by mid-2022.

The rail upgrades announced in the package provides for capacity growth in passenger and freight services. It'll improve the network capacity and safety through additional tracks, level crossing upgrades and removals and introducing a modern safety system. It includes refurbishing current rolling stock, and safety and capacity improvements for the Wellington Railway Station junction. A second platform at Featherston and passing infrastructure at Carterton and Maymorn will also be built.

The Transport Agency has been investigating the way people will travel and navigate the regional network when Transmission Gully opens. Modelling shows that local roads and intersections will operate at the same or better levels of service in both the morning and evening peaks. The Transport Agency is developing communications plans to advise

travellers about the changes to the Wellington regional network and what to expect. Transmission Gully is scheduled to open to traffic before Christmas 2020.

10. KiwiRail update – oral update

Michael McKeon, Programme Director, Wellington Metro, presented on the Wellington Metro Rail Network: relationships and upgrades.

The Wellington Network Agreement 2011 is an 85 year term contract between Greater Wellington and KiwiRail. The Metropolitan Rail Operating Model reset and defined the roles and responsibilities of each organisation. Greater Wellington is responsible for “above rail” (train and passenger) and KiwiRail is responsible for “below rail” (infrastructure).

The principles of the Wellington Network Agreement are that the parties (KiwiRail and Greater Wellington) pay for the access they use and service standard they require. Greater Wellington pays for all of the functions required to accommodate Metlink operations, at full overhead costs. There is no KiwiRail profit margin, but meeting agreed service standards earns a “Performance Fee”. The principles are designed to ensure a focus on service and continuous improvement.

KiwiRail is replacing the remaining legacy traction overhead line systems and the remaining 3300 volt signals power supplies. The renewals are currently 67 percent complete, and have a completion date of June 2021. The renewals are needed before the system becomes unviable. KiwiRail is also renewing tracks, and upgrading drainage on the Upper Hutt to Masterton line, Tawa and Rimutaka tunnels, and replacing sleepers in the Johnsonville and Paekākāriki tunnels. This work is fully funded through to financial year 2026, but working to a financial year 2024 completion. Other upgrades are to increase capacity and resilience with double tracking Trentham to Upper Hutt, upgrading the Plimmerton station to terminal, and strengthen traction power supply.

The Government’s infrastructure investment package is worth \$211 million. The first component is \$126 million to prepare the network for new trains and increased services. This removes the need to include infrastructure investment in Greater Wellington’s business case for new trains and increased services. This is currently in the planning phase with financial year 2025 as the target for new trains and enhanced services.

Package two is for \$70 million. This package provides for increase capacity and safety on Wellington Railway Station approaches by streamlining track layout, and providing additional trackage paths and new signalling. The package is in the early planning phase. There is also an additional \$15 million for KiwiRail-owned regional passenger rail rolling stock, including existing Capital Connection until it is replaced.

Complete re-signalling of the Wellington Metro Network is a future project expected to gain funding approval in the next few years. This will eliminate all remaining legacy signalling systems. The re-signalling will provide a new system configured to support future service aspirations. The re-signalling will integrate information from other systems to assist with management of train and rail operations and assets.

Noted: Mayor Foster left the meeting at 12.33pm during questions on the above item.

11. Regional Growth Framework update – oral update

Kim Kelly, Programme Director, Wellington Regional Growth Framework (WRGF), updated the Regional Transport Committee on the role of the WRGF, and explained the phases of reporting.

The Foundation Report has two key parts - context and challenges. The context is the situation now and has been developed from available data sources. It will be updated with census data, collated (WRGF) regional information and any new information that comes available.

The challenges have been developed from engagement with staff from central and local government and other stakeholders, and those involved in Māori economic development planning. There are four key challenges:

- a The region lacks sufficient and affordable housing supply and choice
- b Many of the urban areas in the region are vulnerable to the impacts of natural hazards and climate change
- c There is inequitable access to social, educational and economic opportunities
- d Mana whenua and Māori in the Wellington Region have poor access to affordable housing choices.

The next phase is to develop the Options Report. The methodology will have four phases:

- a Scenarios – what urban form and activities will be enable each scenario
- b Develop plan and programme options – refine ideas and options and build realistic programmes that deliver on multiple outcomes
- c Assess the options – assessment of programmes against project objectives using relevant criteria
- d Identify preferred spatial plan and programme – identify a preferred urban form and programme of activities.

Noted: Mayor Foster returned to the meeting at 12.37pm during the presentation of the above item.

The meeting closed at 12.48pm.

Councillor A Staples
Chair

Date:

Regional Transport Committee
9 June 2020
Report 20.98



For Decision

WELLINGTON REGIONAL LAND TRANSPORT PLAN 2021: STRATEGIC FRAMEWORK AND INVESTMENT PRIORITIES

Te take mō te pūrongo

Purpose

1. To advise the Regional Transport Committee (the Committee) on adjusting timeframes for the development of the Wellington Regional Land Transport Plan (RLTP) 2021; re-confirming the core elements of the draft strategic framework; and endorsing the draft 10 year Transport Investment Priorities.

He tūtohu

Recommendations

That the Committee:

- 1 **Notes** the implications of the COVID-19 pandemic for development of the Wellington Regional Land Transport Plan (RLTP) 2021 (paragraphs 8 and 9).
- 2 **Agrees**, notwithstanding these implications, that the core elements of the draft strategic framework agreed by the Committee on 18 February 2020 remain valid.
- 3 **Agrees** the draft 10 Year Transport Investment Priorities of:
 - a Public transport capacity: Build capacity and reliability into the Wellington Region's rail network and into the Wellington City public transport network to accommodate future demand [Weighting 40 percent]
 - b Travel choice: Make walking, cycling and public transport a safe, sustainable and attractive option for more trips throughout the region [Weighting 20 percent]
 - c Strategic access: Improve access to key regional destinations such as ports, airports and hospitals for people and freight [Weighting 15 percent]
 - d Safety: Improve safety, particularly at high risk intersections and on high risk rural roads [Weighting 15 percent]
 - e Resilience: Build resilience into the region's transport network by strengthening priority transport lifelines and improving the redundancy in the system [Weighting 10 percent].
- 4 **Notes** that these transport investment priorities will inform the development of proposed transport activities within Councils' long term plans and the Transport

Agency Investment Proposal that will be put forward for inclusion in the six year RLTP programme of transport activities.

- 5 **Notes** officers will provide advice to the Regional Transport Committee in August 2020 on options for applying an economic recovery lens to the development of the six year RLTP programme of transport activities.
- 6 **Notes** that Part A of the draft Wellington RLTP 2021 will be formally considered at the Committee's meeting on 8 September 2020.
- 7 **Agrees** that public engagement on Part A of the draft Wellington RLTP 2021 will now be combined with consultation on Part B of the draft Wellington RLTP 2021, which is planned to start in December 2020.

Te tāhū kōrero

Background

2. Under the Land Transport Management Act 2003 (LTMA), Greater Wellington Regional Council (Council) must ensure that the Committee prepares a Wellington RLTP every six years, and that Council approves the Wellington RLTP by the date set by Waka Kotahi NZ Transport Agency (the Transport Agency). The requirements of a RLTP are set out in sections 13 to 18H of the LTMA.
3. The development cycle is now underway for the Wellington RLTP 2021 to be adopted in April 2021. The Wellington RLTP 2021 is being developed following a consistent approach and structure agreed with the Transport Agency and the Transport Special Interest Group of Local Government New Zealand. This structure contains two main components – Part A (which includes the strategic context, strategic framework and 10 year transport investment priorities) and Part B (which includes a six year regional programme of transport activities).
4. On 18 February 2020, the Committee endorsed the core elements of the draft strategic framework (long term vision, objectives, and headline targets) for the Wellington RLTP 2021 (Strategic Framework for the Wellington Regional Land Plan 2021 - Report 20.21). Work was then undertaken to develop a set of draft 10 year transport investment priorities. This work included facilitated Investment Logic Mapping workshops with senior managers and officers, workshops with stakeholders, and a workshop with the Committee.
5. It was planned for the Committee to endorse the draft 10 year Transport Investment Priorities in April 2020, before finalising Part A of the draft Wellington RLTP 2021 in June 2020 and conducting a programme of engagement on this draft. When New Zealand entered Alert Level 4 on 25 March 2020, the April 2020 Committee meeting was cancelled. The disruption caused by the COVID-19 pandemic made it necessary to review the content and timeframes for the Wellington RLTP 2021.
6. The draft Government Policy Statement on Land Transport 2021-31 (the draft GPS) was released just prior to New Zealand entering Alert Level 4. Under section 14(a)(ii) of the LTMA, a RLTP is required to be consistent with the Government Policy Statement on Land Transport.

7. The draft GPS contains four strategic priorities:
 - a Developing a transport system where no one is killed or seriously injured
 - b Providing people with better transport options to access social and economic opportunities
 - c Developing a low carbon transport that supports emissions reductions, while improving safety and inclusive access
 - d Improving freight connections for economic development.
8. The draft strategic direction of the Wellington RLTP 2021 is well aligned with the strategic direction of the draft GPS. The draft GPS also references Let's Get Wellington Moving and the New Zealand Rail Plan as specific Government commitments.

Te tātaritanga Analysis

Implications of the COVID-19 pandemic on development of the Wellington RLTP 2021

9. The COVID-19 pandemic, and the related response and recovery, have a number of implications for the development of the Wellington RLTP 2021. The pandemic had an immediate and significant effect on travel demand; however, it is uncertain what the impact will be on short-, medium- and long-term trends.
10. The economic effects of the COVID-19 pandemic have implications for the funding of transport projects. There is likely to be a decrease in the National Land Transport Fund's revenue for 2021-24, while adverse economic conditions are likely to impact on the affordability of the local share. The Government's May 2020 Budget established the COVID-19 Response and Recovery Fund (CRRF). It is not yet known which, if any, transport projects in the Wellington Region will receive funding from the CRRF. It is also as yet unknown what changes in response to COVID-19 will be made in finalising the draft GPS (due to be released at the end of July 2020).

Role of a RLTP in promoting economic recovery

11. A RLTP can promote economic recovery through directing investment towards transport projects that directly create employment in their delivery and transport improvements that support economic development.
12. The avenue for this is the regional programme of transport activities, which sets out the transport projects the Wellington Region plans to invest in over the next six years. There is the opportunity to apply an economic recovery lens in developing this programme. Officers will come back to the Committee in August 2020 with options for how the Committee could do this.

Strategic framework

13. On 18 February 2020, the Committee agreed the core elements of the draft strategic framework for the Wellington RLTP 2021 (Strategic Framework for the Wellington Regional Land Transport Plan 2021 - Report 20.21). The draft strategic framework provides the long-term direction and foundation for developing the Wellington RLTP 2021, including:

- a A 30 year vision for transport in the Wellington Region
 - b Five objectives that each focus on a specific element of the 30 year vision
 - c Three 10 year headline targets that indicate the level of change sought in a few key areas.
14. Having reviewed the core elements of the draft strategic framework in light of the COVID-19 pandemic, we conclude that these elements remain fit for purpose and recommend these element are re-confirmed by the Committee. The draft strategic framework has a 30 year outlook and relates to high-level direction and longer-term aspirations for transport in the Wellington Region. While the COVID-19 pandemic changes the context in which the Wellington RLTP 2021 will be delivered, the impacts are primarily on the six year programme of transport activities, and not the overall strategic direction.
15. There is an increased degree of uncertainty around future transport trends, and therefore how likely or otherwise we are to achieve the 10 year headline targets, particularly for mode shift and climate change. These targets are aspirational and intended to communicate the level of change sought in a few key areas. These targets are aligned with relevant national strategies and priorities. There is the opportunity to review the targets both before adopting the draft Wellington RLTP 2021 in November 2020 and following consultation on this draft in early 2021.

Development of the draft 10 year Transport Investment Priorities

16. Under section 16(2)(a) of the LTMA, a RLTP must contain a statement of transport priorities for the region for ten years. In the consistent structure for RLTPs agreed by the Transport Agency and the Transport Special Interest Group of Local Government New Zealand, these 10 year investment priorities are developed using the business case approach and form the bridge between the 30 year strategic framework and the six year regional programme of transport activities.
17. The 10 year transport investment priorities serve two functions:
- a *Strategic* – to provide a clear signal of the Wellington Region’s short- to medium-term priorities to the community, funders and approved organisations (councils, the Department of Conservation and the Transport Agency) in developing their own transport programmes. The relevant section of the Wellington RLTP 2021 will provide a summary strategic case for each priority that demonstrates the need to invest and the benefits that can be gained from investment
 - b *Technical* – to provide a framework for the prioritisation methodology used to rank significant activities in the regional programme of transport activities (which the Committee will consider in August 2020).
18. An accredited business case practitioner facilitated two investment logic mapping workshops - one with the chief executives of all councils in the Wellington Region and a representative from each of the Transport Agency and KiwiRail, and the other with senior transport staff from the same organisations. In these workshops, an investment logic map (**Attachment 1**) was developed detailing the short- to medium-term problems in achieving the longer-term direction of the Wellington RLTP 2021, and the benefits of

addressing those problems. A relative weighting was given to each of the problems identified.

19. Senior transport staff from across the Wellington Region then identified a range of interventions to address the problems and grouped these interventions to develop a draft set of 10 year transport investment priorities. These draft priorities were then workshopped with the Committee, along with a discussion of the relative weighting of each draft priority. The Committee considered a number of options for this weighting, giving direction to officers based on the relative contribution to addressing the problems and achieving the headline targets in the draft strategic framework.
20. Following the direction provided at the workshop, officers (in consultation with the Technical Advisory Group) have prepared a draft set of 10 year Transport Investment Priorities, with weightings, for the Committee's endorsement at this meeting. These priorities are set out in the table below:

10 year transport investment priority	Weighting
<p><i>Public transport capacity</i></p> <p>Build capacity and reliability into the Wellington Region's rail network and into the Wellington City public transport network to accommodate future demand.</p>	40 percent
<p><i>Travel choice</i></p> <p>Make walking, cycling and public transport a safe, sustainable and attractive option for more trips throughout the region.</p>	20 percent
<p><i>Strategic access</i></p> <p>Improve access to key regional destinations such as ports, airports and hospitals for people and freight.</p>	15 percent
<p><i>Safety</i></p> <p>Improve safety, particularly at high risk intersections and on high risk rural roads.</p>	15 percent
<p><i>Resilience</i></p> <p>Build resilience into the region's transport network by strengthening priority transport lifelines and improving the redundancy in the system.</p>	10 percent

21. The COVID-19 pandemic has had a significant impact on travel patterns in the short term. The medium- to long-term impacts are as yet unknown. Officers are developing a set of plausible long-term scenarios through which to assess and evaluate transport projects. We are currently seeing an increased demand for walking and cycling trips, so improving travel choice and safety for vulnerable users continues to be very important. Due to the long lead-in times for public transport, addressing public transport capacity remains an immediate priority whether public transport patronage bounces back immediately or not. We expect reliable and resilient access to key regional facilities like the regional hospital, port and airport will continue to be an important long-term

priority despite potential changes in travel demand, day-to-day commuting and the frequency of air travel.

Revised timeframes

22. In light of the uncertainties due to the COVID-19 pandemic, we recommend that the Committee delay finalising Part A of the draft Wellington RLTP 2021's from June 2020 until September 2020, while re-confirming the draft strategic framework and endorsing the draft 10 year Transport Investment Priorities at this meeting. This change allows time for better understanding of some of these uncertainties, and for Part A of the draft Wellington RLTP 2021 to be supplemented with commentary around the COVID-19 pandemic's impacts, without causing delay to other processes that look to the direction provided by the Wellington RLTP 2021, such as the development of transport programmes for inclusion in councils' long term plans for 2021-31.
23. As a consequence, we also recommend that separate public engagement on Part A of the draft Wellington RLTP 2021, which was planned for June and July 2020, no longer be undertaken. Instead, we recommend concentrating on consultation on the full draft Wellington RLTP 2021 (Part A and Part B), planned to start in December 2020. This change meets the consultation requirements for a RLTP under the LTMA.

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

24. The matters requiring decision in this report have been considered by officers in accordance with the process set out in the Greater Wellington's *Climate Change Consideration Guide*.

Mitigation and adaptation assessments

25. These matters are of a procedural nature, and there is no need to conduct climate change assessments.

Ngā tikanga whakatau

Decision-making process

26. The process for deciding these matters is prescribed explicitly by sections 13, 18 and 18B of the LTMA. The application of these sections provides that every six years, Greater Wellington Regional Council must ensure that the Committee prepares, on that council's behalf, a RLTP. The Committee must consult in accordance with the consultation principles in section 82 of the Local Government Act 2002 (LGA).

Te hiranga

Significance

27. Officers considered the significance (as defined by Part 6 of the LGA) of the matters for decision, taking into account Greater Wellington Regional Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. Officers consider that these matters are of low to medium significance, as at this stage the Committee is being asked to endorse proposed transport investment priorities. Approval of Part A of the draft Wellington RLTP 2021, draft Wellington RTLP 2021 for

consultation (Part A and B), and final Wellington RLTP 2021 will occur at future Committee meetings.

Te whakatūtakitaki Engagement

Engagement with elected members

28. Engagement with elected members and officers is ongoing. Engagement on the development of the draft 10 year Transport Investment Priorities is detailed in paragraph 19 above.

Engagement with mana whenua

29. At the Ara Tahi meeting on 19 February 2020, mana whenua representatives present advised that their preference was to combine engagement on the Wellington RLTP 2021 with engagement on the Regional Growth Framework. This combined engagement was due to start at the beginning of the Alert Level 4 period and is now being rescheduled.

Engagement with stakeholders

30. On 11 March 2020, two workshops were held with a range of stakeholders and groups. These stakeholders represented groups with a special interest in the future of the transport network and included representatives from the business sector, environmental and social interest groups, accessibility advocates, transport providers and transport mode interest groups.
31. The workshops focused on issues and opportunities in the short- to medium-term, and a summary of the discussion was presented to the Committee at a workshop on 16 March 2020. In summary, there was good stakeholder support for the direction of the draft strategic framework for the Wellington RLTP 2021. Across the two workshops, the top issues and opportunities identified were climate change, travel choice, resilience and equity. These issues are generally well reflected in Part A of the draft Wellington RLTP 2021.

Future engagement

32. Following re-confirmation of the draft strategic framework and endorsement of the 10 year Transport Investment Priorities, a programme of engagement will be undertaken with councils and the Transport Agency focused on a strategy-led approach to the development of each organisation's transport programme. Engagement will include governance level engagement, with a delegation from the Committee visiting each council in the Wellington Region, along with officer level engagement with relevant staff at all councils and the Transport Agency.
33. Prior to the COVID-19 pandemic, a period of public engagement was planned for June and July 2020. With finalisation of Part A of the draft Wellington RLTP 2021 now not occurring until September 2020, all public engagement will be deferred until after the full draft of the Wellington RLTP 2021 (Part A and Part B) is adopted in November 2020. Consultation will be undertaken on the full draft Wellington RLTP 2021, including the programme of transport activities, in accordance with the requirements of the LTMA.

Ngā tūāoma e whai ake nei

Next steps

34. Work will continue to tell a compelling investment story for the Wellington Region in the Part A of the draft Wellington RLTP 2021. This work will be guided by the key elements of the draft strategic framework outlined in this report, and informed by further understanding of COVID-19 specific implications as they become available.
35. The prioritisation methodology for the regional programme of transport activities will be presented to the Committee for consideration in August 2020. Officers will also provide advice on options for applying an economic recovery lens in developing this programme.
36. The Part A of the draft Wellington RLTP 2021 will be finalised and presented to the Committee for consideration on 8 September 2020.
37. Support will be given to approved organisations (councils, the Department of Conservation and the Transport Agency) to develop their transport programmes for inclusion in the Wellington RLTP 2021 using the Transport Investment Online tool.

Ngā āpitihanga

Attachment

Number	Title
1	Investment Logic Map

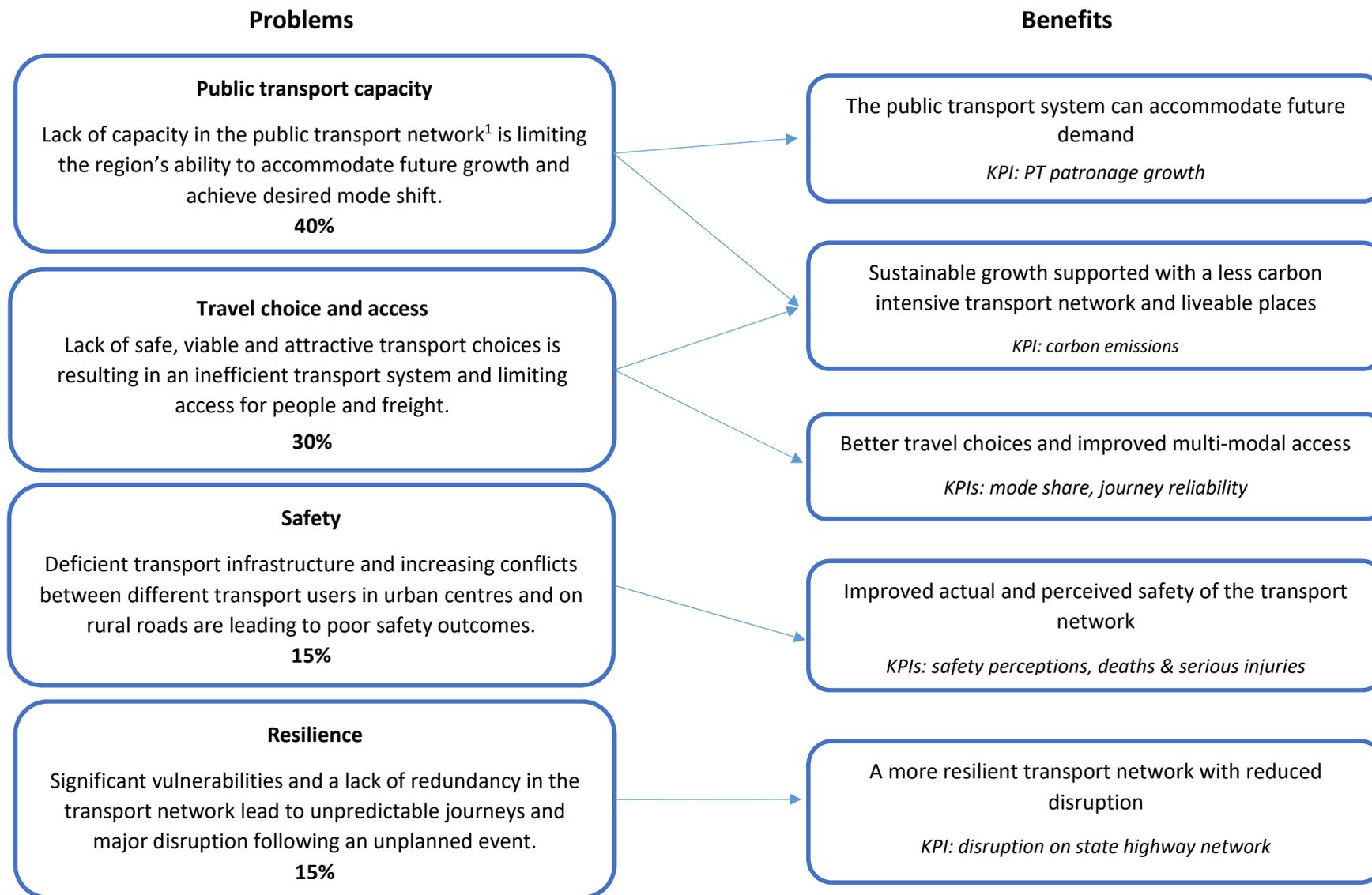
Ngā kaiwaitohu

Signatories

Writer	Amy Helm – Senior Strategic Advisor
Approvers	Sean Mahoney – Acting Manager Regional Transport Luke Troy – General Manager Strategy

He whakarāpopoto i ngā huritaonga Summary of considerations
<p><i>Fit with Council's roles or Committee's terms of reference</i></p> <p>Preparation of a RLTP is a function of the Committee under section 106 of the LTMA.</p>
<p><i>Implications for Māori</i></p> <p>Engagement is under way to understand the implications for Māori of the draft Wellington RLTP 2021.</p>
<p><i>Contribution to Annual Plan / Long term Plan / Other key strategies and policies</i></p> <p>This report is part of a longer process to develop the Wellington RLTP 2021, which is a key regional strategy.</p>
<p><i>Officer consultation</i></p> <p>Engagement occurred with key officers at Greater Wellington Regional Council, territorial authorities in the Wellington Region, KiwiRail and the Transport Agency in the preparation of this report.</p>
<p><i>Risks and impacts: legal / health and safety etc.</i></p> <p>A RLTP must be consistent with the Government Policy Statement. The GPS 2021-31 is currently being prepared. Any delay to the release of the GPS 2021-31, or a fundamental change in policy direction, would have implications for the development of the Wellington RLTP 2021. Officers are monitoring development of the GPS 2021-31, and, if necessary, will adapt the RLTP process at the earliest opportunity.</p>

Investment Logic Map



Regional Transport Committee
9 June 2020
Report 20.164



For Decision

PROPOSED VARIATION TO THE WELLINGTON RLTP PROGRAMME 2018-21 – BUSINESS CASE PHASES OF THE WELLINGTON RAIL NETWORK RESIGNALLING AND TRAIN CONTROL SYSTEM RENEWAL

Te take mō te pūrongo

Purpose

1. To seek the Regional Transport Committee's support for a proposed variation to the Wellington Regional Land Transport Plan Programme 2018-21 to include the business case phases of the Wellington Metropolitan Rail Network Resignalling and Train Control System Renewal.

He tūtohu

Recommendation

That the Committee **recommends** to Greater Wellington Regional Council that the Wellington Regional Land Transport Plan Programme 2018-21 is varied to include the business case phases of the Wellington Metropolitan Rail Network Resignalling and Train Control System Renewal.

Te tāhū kōrero

Background

Wellington Regional Land Transport Plan Programme

2. The Wellington Regional Land Transport Plan 2015 (RLTP) was updated by the mid-term review in June 2018. Part of that update was the development of a new RLTP programme section for 2018-21 (the RLTP programme).
3. The RLTP programme contains all the land transport activities proposed to be undertaken throughout the Wellington Region and the regional priority of significant activities (those costing more than \$5 million).
4. The activities in the RLTP programme are submitted by Waka Kotahi NZ Transport Agency (the Transport Agency) and approved organisations¹. These approved organisations include the eight territorial authorities, Department of Conservation, and Greater Wellington Regional Council.

¹ As defined in the Land Transport Management Act 2003.

Process for considering a variation

5. Section 18D of the Land Transport Management Act 2003 (the LTMA) states that if a good reason exists to do so, the Regional Transport Committee (the Committee) may prepare a variation to the RLTP during the six years to which the RLTP applies. This variation can be at the request of an approved organisation or the Transport Agency, or on the Committee’s own motion.
6. Section 18D(4) of the LTMA requires the Committee to consider promptly any variation request.
7. Section 18D(5) of the LTMA 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.
8. The Committee determines if a proposed variation is significant in accordance with its significance policy adopted under 106(2) of the LTMA and included in the RLTP (see Appendix B - page 191).

**Te tātaritanga
Analysis**

Proposed variation and significance

9. The details of the proposed variation are set out below, along with an assessment of the significance of this variation.
10. Officers have assessed the significance of the proposed variation, for the purpose of consultation, against the RLTP significance policy.
11. Information on the proposed variation is set out below and in [Attachment 1 - Proposed RLTP programme variation – business case phases for the Wellington Metropolitan Rail Network Resignalling and Train Control System Renewal](#):

<i>Business case phases of the Wellington Metropolitan Rail Network Resignalling and Train Control System Renewal</i>
Request by: Greater Wellington Regional Council, acting on behalf of KiwiRail.
Details of the subject activity: Indicative and detailed business cases for the renewal and upgrade the Wellington Metro Rail Network (WMRN) Signalling and associated Train Control system. The exact format of the system will be determined through the business case process.
Description of variation: To add a new activity to the RLTP programme as a non-prioritised activity.
Reason for the variation: The business case development for the Rail Network Resignalling and Train Control System Renewal was not expected to commence within the six years of the RLTP programme at the time the RLTP was finalised. However, due to regulatory pressure as well as accelerated growth in rail, there is now justification to begin the business case for this project. The Transitional Rail Fund was created in the April 2018 Government Policy Statement on Land Transport (GPS), so this activity was not eligible for inclusion in the RLTP

<i>Business case phases of the Wellington Metropolitan Rail Network Resignalling and Train Control System Renewal</i>
programme. Further changes to the funding and planning framework for rail have also been signalled recently through the draft GPS 2020, and draft New Zealand Rail Plan.
Estimated total cost: \$3.7 million.
Proposed timing and cash-flow: Business case development and associated technical studies (including modelling) are anticipated to start as soon as possible and run for two years. Approximately \$2 million of expenditure is expected in 2020/21. This is made up of the Indicative business case at \$650,000 and the start of work on the detailed business case and associated technical studies. The detailed business case and technical studies are anticipated to be completed in 2021/22.
Funding sources: National.

12. The following tables indicate officers’ consideration of the key factors in making determinations about significance and consultation:

1 Key considerations in determining significance – would the proposed variation:		
Materially change the balance of strategic investment?	No	The proposal cost is \$2 million. This will not impact the balance of the RLTP programme.
Negatively impact on the contribution to Government or GPS objectives and priorities?	No	The proposed variation relates to a project that will make a positive contribution towards the GPS objectives through improving urban rail services for passengers accessing housing, major employment areas and major metropolitan areas. The proposed WMRN Signalling and Train Control systems will both provide improved safety and service reliability, but also enable subsequent investment to increase rail service capacity to meet demand growth.
Affect residents?	No	The business case phase of the project will not have an impact on residents. Effects through the construction phase are yet to be determined but are likely to be minor.
Affect the integrity of the RLTP, including its overall affordability?	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. Are the proposed variations:	
An activity in the urgent interests of public safety?	No
A small scope change costing less than 10 percent of estimated total cost, or less than \$20 million	No
Replacement of a project within a group of generic projects by another project?	No
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?	No
The addition of an activity previously consulted on in accordance with sections 18 and 18A of the LTMA and which comply with section 20 of that Act?	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>	

3 Other considerations	
What are the likely impacts, time delays or cost on public safety, economic social, environmental wellbeing as a consequence of undertaking consultation?	Consultation could delay funding approval for business case development, and consequently implementation of renewals to train control and signalling systems. Improved signalling and train control systems will improve the safety of the rail network, and enable additional capacity through more efficient operations.
What are the relative costs and benefits of consultation?	Consultation is unlikely to result in benefits. This variation seeks funding for business case development. The amount of funding sought is not significant and the project will not impact on residents. Implementation funding will be consulted on as part of the development of the RLTP 2021
To what extent has consultation with the community or relevant stakeholders been undertaken already?	KiwiRail and Greater Wellington have already engaged with rail operators and relevant government agencies. This work is included within the draft New Zealand Rail Plan which has undergone public consultation.
Conclusion: Adding the Business case phases of the Wellington Metropolitan Rail Network Resignalling and Train Control System Renewal to the RLTP programme is not significant, and consultation is not warranted.	

Ngā hua ahumoni

Financial implications

13. The financial implications of the proposed variation are stated in paragraphs 11 and 12.

Ngā tikanga whakatau

Decision-making process

14. The matters for decision in this report are subject to the legislative requirements of section 18D and 106(2) of the LTMA. The specific requirements are stated in paragraphs 6 to 8 of this report.
15. Section 18D(5) of the LTMA 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 Act and as included in the RLTP.

Te hiranga

Significance

16. Given the assessment in paragraph 12, officers conclude that making the proposed variation is not significant.

Te whakatūtakitaki

Engagement

17. Given the analysis in paragraph 12, officers conclude that consultation is not required.

Ngā tūāoma e whai ake nei

Next steps

18. If the Committee agrees to the proposed variation (**Attachment 1**), this variation will then be forwarded to Greater Wellington Regional Council for approval at its meeting on 25 June 2020. As is the case with the RLTP itself, Greater Wellington Regional Council must either accept the recommendation or refer the proposed variation back to the Committee, with a request that it be reconsidered.
19. If Greater Wellington Regional Council adopts the variation, the Council Chair will forward it to the Transport Agency to consider for inclusion in the National Land Transport Programme for funding.
20. There is no obligation on the Transport Agency to vary the National Land Transport Programme to include the proposed new activities. However, the Transport Agency must give written reasons for any decision not to do so.

**Ngā āpitihanga
Attachment**

Number	Title
1	Proposed RLTP programme variation – business case phases for the Wellington Metropolitan Rail Network Resignalling and Train Control System Renewal

**Ngā kaiwaitohu
Signatories**

Writer	Helen Chapman - Senior Strategic Advisor Regional Transport
Approvers	Sean Mahoney - Manager Regional Transport Luke Troy - General Manager Strategy

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council or Committee's Terms of Reference</i> Under section 18D of the LTMA, the Committee is responsible for preparing variations to the RLTP.
<i>Implications for Māori</i> There are no known impacts for Māori from this variation.
<i>Contribution to Annual Plan / LTP / Other key strategies and policies</i> The proposed variation contributes to the Wellington Regional Land Transport Plan 2015.
<i>Internal consultation</i> No internal consultation took place, as this is a procedural report to update the RLTP programme.
<i>Risks and impacts: legal / health and safety etc.</i> There are no risks related to the matter for decision.

Attachment 1 to Report 20.164

Proposed RLTP programme variation – Business case phases for the Wellington Metropolitan Rail Network Resignalling and Train Control System Renewal

Organisation	Project name	Description	Activity stage/phase	Start year	End year	Cost (\$m) 2018/19	Cost (\$m) 2019/20	Cost (\$m) 2020/21	3 year cost (\$m)	Total projected cost (\$m)	BCR	Assessment Profile	Funding Source(s)
Greater Wellington Regional Council / KiwiRail	Wellington Metropolitan Rail Network Resignalling and Train Control System Renewal	New Signalling and associated train control system for Wellington Rail Network.	Business Case	2020/21	2021/22	0.00	0.150	2.350	2.500	3.700	TBD	VHL*	National Land Transport Fund
Significant activity? No													