

Report No.	19-129
Decision Required	

VARIATION TO THE REGIONAL LAND TRANSPORT PLAN 2015-25: GLADSTONE ROAD REALIGNMENT PROJECT

1. PURPOSE

- 1.1. To consider a request from the Horowhenua District Council to vary the operative **Regional Land Transport Plan 2015-25 (2018 Review) (RLTP)**. The variation is to include the Gladstone Road Realignment Project as a project in the RLTP as a road improvements activity.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 19-129 and Annex;
- b. recommends that the Regional Land Transport Plan 2015-25 (2018 Review) be varied to include the Gladstone Road Realignment Project as a road improvements activity.

3. FINANCIAL IMPACT

- 3.1. There is no financial impact as a result of this item.

4. COMMUNITY ENGAGEMENT

- 4.1. Community engagement is being progressed by the Horowhenua District Council.

5. SIGNIFICANT BUSINESS RISK IMPACT

- 5.1. There is no significant business risk as a result of this item.

6. BACKGROUND

- 6.1. Gladstone Road is a tortuous rural access road east of Levin. It provides the sole access to 13 residences, Makahika Outdoor Education Centre, forestry plantations, and Te Araroa, New Zealand's Walking Trail. Within this 1.2km section, there is a large active landslip which has caused regular road closures for over 15 years, the largest of which was in February 2017.
- 6.2. The slip site has required regular monitoring and managing since then. There is an active fault 0.5km from Gladstone Road close to the active slip site. Addressing the risk of landslip with slope stabilisation is not feasible due to the size and slope of the hill face. There are also 7 significant retaining structures supporting the road within this section, 5 of which are showing signs of failure and require rehabilitation or replacement. It is likely that a landslip large enough to permanently close Gladstone Road will happen at some point.
- 6.3. An option to address this problem is to realign this 1.2 km section away from the unstable hillside onto a stable river gravel terrace, eliminating the risk of land slip and failure of retaining structures. This project would require the construction of two bridges and construction of a new road.

7. FUNDING

- 7.1. There has not been any comprehensive cost estimates of the realignment option to date. The project is expected to cost approximately \$4.9M. This activity will require funding from Horowhenua District Council and NZ Transport Agency through the normal **Funding Assistance Rate (FAR)**.
- 7.2. Should the Committee approve the RLTP variation, funding of \$4.9M will be sought from the road improvements activity class (Work Category 324).

8. REGIONAL LAND TRANSPORT PLAN VARIATION PROCESS AND SIGNIFICANCE

- 8.1. Transport activities must be included in the RLTP to qualify for national funding subsidy. The current RLTP was approved by Horizons Regional Council in April 2018 and any new projects that need to be included require a variation to the programme which must be approved by the Committee.
- 8.2. The RLTP can be varied at any time. However, consultation will be required in accordance with section 18D of the Act if the variation is significant. The significance policy is provided below. Officers have considered the variation request against this and in their view do not consider the variation significant.

“Determination of significance for variations to the RLTP

The significance of variations to the Regional Land Transport Plan will be determined on a case-by-case basis by the RTC. In determining the significance of a proposed variation, the RTC will consider information such as the reasons for the variation, the options, relative costs and benefits, and those affected by the decision. Variations will generally not be considered significant unless the variation:

- *Materially changes the balance of the strategic investment in a programme or activity; or*
- *Negatively impacts on the contribution to Government and/or GPS contributions; or*
- *Adversely affects residents and/or communities (variations with a moderate impact on a large number of residents and/or communities, or variations with a major impact on a small number of residents and/or communities will have a greater significance than those of a minor impact); or*
- *Affects the integrity of the RLTP, including its overall affordability; or*
- *Is contrary to the strategic direction of this Plan (specifically the objectives and strategic priorities).*

Variations that are generally not significant

The following variations to the RLTP are generally not considered significant:

- *Variations to activities or new activities that are in the urgent interest of public safety; or*
- *New preventative maintenance and emergency reinstatement activities; or*
- *Replacement of activities within an approved programme or group with activities of the same type and general priority (e.g. maintenance programmes); or*
- *Addition of an activity or combination of activities that has previously been consulted on in accordance with section 18 of the Act; or*
- *A scope change that does significantly alter the original objectives of the activity; or*
- *Variations to timing, cash flow, duration or total cost of an activity that does not substantially change the balance of the programme; or*
- *Addition of business case phases of a new activity that has not been previously consulted on in accordance with section 18 of the Act.”*

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8.3. The Gladstone Road Realignment Project is an activity that is in the urgent interest of public safety and is a preventative maintenance activity, it therefore is not considered significant.

9. NEXT STEPS

9.1. Should the Committee recommend this project be included in the RLTP, it will be forwarded to Horizons Regional Council for final approval.

10. SIGNIFICANCE

10.1. This is not a significant decision according to the Council's Policy on Significance and Engagement.

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**GROUP MANAGER
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ANNEXES

There are no attachments for this report.