

Report 17.195
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Committee Sustainable Transport
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Rowells Road - Station Feasibility Review

1. Purpose

To determine the feasibility of establishing a metro railway station on Rowells Road, in the vicinity of Glenside, near Churton Park.

2. Background

The Wellington Regional Rail Plan (WRRP) which forms part of the Regional Public Transport Plan (RPTP) includes a long list of potential public transport projects. The concept of a Rowells Road/Glenside station has existed on the list for a number of years. Prior to the next review of the Regional Rail Plan in 2017/18 Councillors requested an investigation to understand the feasibility of establishing a station that could service Churton Park and the surrounding environs.

Aurecon were commissioned to investigate a station in the area with a scope that included:

- an overview of potential sites
- development of an indicative station layout
- high level catchment and connection assessment.

As part of the study Aurecon also engaged with the Churton Park Community Association.

The full feasibility report is attached at **Attachment 1**.

3. Summary of conclusions

The authors of the feasibility report made the following conclusions:

- The proposed station could provide accessible and convenient transport options for the community with a potential for up to 165 park and ride carparks, and a likely higher total user base.
- The proposed station is likely to be difficult and expensive to construct due to topography and road conditions.
- The proposed station would potentially have a significant environmental impact which would require significant and costly mitigation.
- A significant portion of the construction costs would be associated with providing safe and accessible access to the station.
- The primary transportation advantages of a station in this location would be improved park and ride capacity for the growing community and the short trip time to Wellington CBD.
- The report recommends improvements/expansion to the park and ride facilities at Johnsonville and/or Takapu Road stations, and additional bus connections ahead of a new station.

Given the above findings officers recommend that GWRC do no further work on a station in this location in the medium term, however the study findings will be included and revisited in the content and context of the upcoming review of the WRRP and RPTP.

4. Communication

Interested parties will be advised of the Committee's decision.

5. Consideration of Climate Change

The matter requiring decision in this report has been considered by officers in accordance with the process set out in the GWRC Climate Change Consideration Guide.

5.1 Mitigation assessment

Mitigation assessments are concerned with the effect of the matter on the climate (i.e. the greenhouse gas emissions generated or removed from the atmosphere as a consequence of the matter) and the actions taken to reduce, neutralise or enhance that effect.

The feasibility study was commissioned before the requirement to consider climate change was implemented across GWRC's operations, and therefore does not include a preliminary emissions assessment.

If the station's development were to proceed at some stage in the future, the project would be subject to GWRC's procurement process which is currently undergoing review and will be updated to align with the objectives of the Climate Change Strategy, encouraging suppliers and contractors to minimise emissions.

An emissions assessment would also acknowledge the role improved public transport services can play in reducing overall regional emissions (i.e. by reducing private car travel).

5.2 Adaptation assessment

Adaptation assessments relate to the impacts of climate change (e.g. sea level rise or an increase in extreme weather events), and the actions taken to address or avoid those impacts.

The feasibility study was commissioned before the requirement to consider climate change was implemented across GWRC's operations, and therefore the potential impacts of worsening natural hazards (attributable to climate change) at the station sites have not been assessed.

If the station's development were to proceed at some stage in the future, the project would be subject to GWRC's Project Management Office process which will require the potential impacts of climate change across the lifetime of any new asset to be assessed.

6. 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 (the Act). Part 6 sets out the obligations of local authorities in relation to the making of decisions.

6.1 Significance of the decision

Part 6 requires Greater Wellington Regional Council to consider the significance of the decision. The term 'significance' has a statutory definition set out in the Act.

Officers have considered the significance of the matter, taking the Council's significance and engagement policy and decision-making guidelines into account. Officers recommend that the matter be considered to have low significance.

Officers do not consider that a formal record outlining consideration of the decision-making process is required in this instance.

6.2 Engagement

Engagement on the matters contained in this report aligns with the level of significance assessed. In accordance with the significance and engagement policy, no further engagement on the matters for decision is required.

7. Recommendations

That the Committee:

- 1. Receives the report.*

2. *Notes the content of the report.*
3. *Agrees that GWRC do no further work on a station in this location in the medium term.*
4. *Notes that the findings of the feasibility report will be included and considered in the review of the Wellington Regional Rail Plan and Regional Public Transport Plan.*

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Attachment 1: Station Feasibility Assessment