

Report No.	19-189
Information Only - No Decision Required	

INTRODUCTION TO THE REGIONAL LAND TRANSPORT PLAN

1. PURPOSE

- 1.1. This report is to provide members with an introduction of the current **Regional Land Transport Plan (RLTP)** 2015-2025 (2018 Review) and the planning process and timeframe for the new RLTP due to be completed by 2021.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 19-189.

3. FINANCIAL IMPACT

- 3.1. The cost of preparing and developing a new RLTP has been included in the Annual Plan budgets.

4. COMMUNITY ENGAGEMENT

- 4.1. None required. Consultation will be undertaken as required during development of the RLTP.

5. SIGNIFICANT BUSINESS RISK IMPACT

- 5.1. There is no significant risk to the business from this report.

6. BACKGROUND

- 6.1. The **Land Transport Management Act 2013 (LTMA)** requires RLTP's to be reviewed in year three and updated every six years.
- 6.2. The RLTP sets out the region's land transport priorities, objectives, policies, and measures for a period of at least ten years. It also combines the programmes of transport works and services of approved organisations¹ in the region which receive subsidies from the National Land Transport Fund.
- 6.3. The RLTP was reviewed in 2017-2018 and an amended version of the RLTP was adopted at the June 2018 RTC meeting.
- 6.4. The 2018 review of the RLTP was comprehensive with alterations being made to the document in response to changes in government direction and strategic priorities. A key theme of the reviewed RLTP is to use the central location of the region to our advantage and enable efficient, safe and effective movement of people and freight to, from and around the region. As a refresher, the objectives and strategic priorities of the current RLTP are outlined below.

¹ Approved organisations in the Horizons region are all district and city councils, Horizons Regional Council and the New Zealand Transport Agency (Highway, Networks & Operations).

6.5. Objectives:

1. An optimised road, rail, and public transport network that provides efficient, reliable access and movement for people and freight to and from key destinations, within and outside the region.
2. Maximise the strategic advantage of central New Zealand through efficient and well-serviced hobbing and freight distribution activities; including better utilisation of rail corridors.
3. A safe land transport system increasingly free of death and serious injury.
4. A reliable multi-modal transport system with less modal conflict, including walking and cycling, that mitigates potential environmental effects and improves environmental outcomes.
5. A resilient transport network with secure inter- and intra-regional routes that can perform following an unplanned event.
6. A transport system that provides for the increase in low carbon emission vehicles and other practices to reduce carbon emissions and environmental effects associated with transport.

6.6. Strategic Priorities:

1. Effective and efficient road maintenance and delivery.
2. Improve connectivity, resilience and the safety of strategic routes to and from key destinations linking north-south and east-west, while factoring in demographic changes and impacts on land use.
3. An appropriate network of tourism routes.
4. An integrated walking and cycling network.
5. Effective, efficient, accessible and affordable multi-modal transport networks.

7. PROCESS FOR DEVELOPMENT OF NEW RLTP

- 7.1. The LTMA requires RTC's to develop RLTPs in consultation with their community and key stakeholders every six years. The current (reviewed) RLTP was originally adopted in 2015 and therefore a new one is required to be developed and adopted in 2021.
- 7.2. High level planning for the next RLTP has begun with the bulk of the work planned for the second half of the 2019/20 financial year and first half of the 2020/21 financial year.
- 7.3. At this point, the current RLTP is considered to be reasonably fit for purpose and aligns well with the GPS. However there will be opportunities to strengthen the strategic component around the following issues:
 - Increased rail profile, both freight and passenger rail (Freight hubbing and Lower North Island Passenger Rail options).
 - Increased road/rail integration.
 - Lifting the importance of Road Safety to access additional road safety funding for roading improvements.
 - Increased focus and awareness of environmental issues relation to climate change (including electric vehicle technology).
 - Increased focus on the strategic connections north and west (Sansons/Bulls/Ohakea interchange).
 - Emerging issue of State Highway 4 closure.
 - A regional connected strategic walking and cycling network – what is the vision for walking and cycling in our region?
- 7.4. Furthermore we are hearing signals that the next Government Policy Statement may be released prior to or just after Christmas. If so it will be important to see what that entails

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prior to developing the next RLTP as the document will have to be aligned with and give effect to the GPS.

7.5. The LTMA requires the new RLTP to be developed in consultation with the community and key stakeholders. Accordingly, consultation will be undertaken as part of the plan development phase but to what extent is yet to be determined.

7.6. A detailed timeline and approach will be brought to the March RTC meeting.

8. SIGNIFICANCE

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

Leana Shirley
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MANAGER TRANSPORT SERVICES

ANNEXES

There are no attachments for this report.