

Report No.	20-67
Information Only - No Decision Required	

## CENTRAL GOVERNMENT CONSULTATION AND UPDATES

### 1. PURPOSE

- 1.1. The purpose of this report is to provide members with information on various documents and consultation items released by Central Government.

### 2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 20-67 and Annexes.

### 3. FINANCIAL IMPACT

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

### 4. COMMUNITY ENGAGEMENT

- 4.1. None required.

### 5. SIGNIFICANT BUSINESS RISK IMPACT

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

### 6. BACKGROUND

- 6.1. Since December 2019, a steady stream of updates and documents have been released by Government, which relate to key projects underway in the transport sector. In many cases, these documents will guide our own planning and decision making at a regional level and it is therefore important to be across them and submit feedback where required.
- 6.2. An item was presented to the Committee in March outlining a number of these documents which the RTC has submitted on. Updates have been provided below on each of these documents.

### 7. LAND TRANSPORT (RAIL) LEGISLATION BILL

- 7.1. The **Land Transport (Rail) Legislation Bill (Rail Bill)** seeks to make changes to the **Land Transport Management Act (LTMA)** to provide for Rail as part of the land transport system and therefore allow for a more long-term strategic planning focus for the rail network, the ability to consider road and rail investment together, and an integrated funding/investment programme.
- 7.2. From a regional planning perspective, these changes should enable integration of rail investment projects into the Regional Land Transport Plan which will allow rail to be considered as part of the wider land transport picture for our region.
- 7.3. The RTC submitted on this Bill. An update on progress of the Bill was provided at a recent **Transport Sector Interest Group (TSIG)** meeting. The Bill was updated following consultation and reported back to the house on 1 May. It is currently awaiting its second reading. The changes made following consultation include:

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- 7.3.1. Partial integration model retained, but strengthened to support better alignment to the land transport system.
  - 7.3.1 The Rail Network Investment Plan (RNIP) will take into account the GPS and LTMA purpose.
  - 7.3.2 Time period for RNIP planning extended to align with the NLTP and RLTP processes.
  - 7.3.3 Clarification on the date that the RNIP will take effect.
  - 7.3.4 NZ Transport Agency to provide advice to the Minister on whether the RNIP takes into account any relevant RLTPs to ensure informed decision-making by ministers.
- 7.4. Some of these changes align with points raised in the RTC submission and will hopefully enable early engagement with the sector and better planning at a regional level for rail investment.

## 8. LAND TRANSPORT (NZTA) LEGISLATION BILL – SPEED MANAGEMENT PLANS

- 8.1. The **Land Transport (NZTA) Legislation Amendment Bill (the Bill)** proposes changes to the Land Transport Management Act to enable the establishment of a framework around speed management by strengthening Ministry of Transport (MoT) and the NZ Transport Agency's regulatory leadership in this space. The changes will give the NZ Transport Agency the ability to invoke powers and require the RTC to complete actions around speed management, specifically, speed limits and the development of a regional speed management plan.
- 8.2. A submission was made on behalf of Horizons Regional Council highlighting the above matters along with other areas of general support.
- 8.3. There have been very few updates in this space following close of submissions, due to Covid-19, but it is understood that consultation/engagement on tackling unsafe speeds is likely to happen in the second half of 2020.

## 9. ARATAKI

- 9.1. Arataki is the NZ Transport Agency's 10-year view outlining what is needed to deliver on the Government's current priorities and long term objectives for land transport. It was previously called the Long Term Strategic View (LTSV).
- 9.2. The RTC provided feedback on Arataki in February. Following receipt of about 50 pieces of feedback, the NZ Transport Agency has released a new version (Version 1.1) of Arataki which includes a series of technical amendments.
- 9.3. The changes made to Arataki include:
  - 9.3.1. Amendments proposed in the feedback, where these better reflect local issues, improve the accuracy or clarity of the content, better reflect the reality for communities, and are aligned with an agreed position or process
  - 9.3.2. Updates to the journey to work – mode share data to reflect the 2018 Census results
  - 9.3.3. Updates to reflect the draft GPS, government policy announcements and legislative updates (ie. Zero Carbon Act)
  - 9.3.4. Updates to reflect new programmes, particularly the New Zealand Upgrade Programme (NZUP) and related regional initiatives, and additional Provincial Growth Fund (PGF) investment
  - 9.3.5. Updates to reflect the draft Rail Plan
  - 9.3.6. Updates where local circumstances had changed.

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- 9.4. Version 1.1 has addressed some of the points raised in the RTC's feedback.
- 9.5. Feedback that requires more substantial changes, along with detailed assessment of Covid-19 impacts will be addressed in Version 2. Indications are that Version 2 may be released at the end of June 2020.

## **10. GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT**

- 10.1. In July 2018, the current Government Policy Statement (GPS) came into effect. This GPS had been amended to reflect the strategic direction of the current Government and was the first of a two stage process in achieving that direction. Since the release of the current GPS, MoT has been working on finalising the measures to reflect the short to medium term results identified in the GPS, and has advised that rather than releasing a 'stage two' GPS, they intend to include these in the GPS, 2021.
- 10.2. The draft GPS, 2021 was released in March 2020 just prior to entering Covid-19 Level 4 lockdown. Due to the lockdown, planned roadshows and engagement sessions on the draft GPS were cancelled and online content provided instead.
- 10.3. The draft GPS, 2021 is a well written and easy to follow document. A large focus has been provided on improving road safety and addressing climate change as well as utilising other modes for freight and passenger travel.
- 10.4. Submissions closed on 11 May. A draft submission was circulated to the Committee for comment with a submission made on behalf of the Committee on 11 May. A copy of the final submission is attached as Annex A.
- 10.5. An updated GPS is due to be released later this year and will inform/guide the Regional Land Transport Plan.

## **11. DRAFT NEW ZEALAND RAIL PLAN**

- 11.1. The draft New Zealand Rail Plan (Rail Plan) is a new document developed by MoT which sets out the government's strategic direction for rail and signals investment priorities in the rail network over a 10 year period. It feeds into the GPS and will guide the Rail Investment Programme (RNIP).
- 11.2. The draft Rail Plan was initially released in December 2019 and called for submissions by 11 May 2020. Roadshows were planned as part of consultation in March and April 2020. However, as with the draft GPS, Covid-19 lockdown affected consultation process.
- 11.3. Submissions closed on 11 May. A draft submission was circulated to the Committee for comment prior to being lodged on 11 May. A copy of the final submission is attached as Annex B.
- 11.4. The Ministry are considering the feedback received and have indicated that a final plan is expected to be released later in 2020.

## **12. ACCESSIBLE STREETS**

- 12.1. The NZ Transport Agency recently released draft updates to the Accessible Streets Regulatory Package and called for submissions by 20 May. The purpose of the rule changes were to increase the safety and accessibility of footpaths and streets, and encourage active modes of transport. The package proposes a number of new rules to:
  - 12.1.1. Respond to the rise of micro-mobility devices like e-scooters.
  - 12.1.2. Improve the safety and efficiency of active transport modes and buses.
  - 12.1.3. Propose that bicycles would be able to use the footpath under certain conditions. This is primarily aimed at allowing children to cycle on the footpath.

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12.2. Due to time constraints associated with Covid-19 and workload pressures, a submission was not made on behalf of Horizons.

**13. SIGNIFICANCE**

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

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**MANAGER TRANSPORT SERVICES**

**ANNEXES**

- A Draft GPS 2021, RTC submission
- B Draft Rail Plan, RTC submission