

Report No.	21-56
Decision Required	

REGIONAL PUBLIC TRANSPORT PLAN 2022-32 DEVELOPMENT

1. PURPOSE

- 1.1. The purpose of this report is to approve a proposed process and timeline for the development and adoption of an updated **Regional Public Transport Plan (RPTP)**.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 21-56.
- b. approve the proposed process and timeline for the development and adoption of the Regional Public Transport Plan.

3. FINANCIAL IMPACT

- 3.1. Provision has been made in current budgets for this review.

4. COMMUNITY ENGAGEMENT

- 4.1. The **Land Transport Management Act 2003 (LTMA)** requires an “early engagement” stage with key transport stakeholders such as public transport operators, **Territorial Local Authorities (TLAs)** and Waka Kotahi, NZ Transport Agency when developing the draft RPTP. In addition to the key stakeholders identified above, officers also recommend undertaking early engagement with iwi partners in the region.
- 4.2. Formal wider public consultation on the draft RPTP will be undertaken in the first quarter of 2022, using the special consultative procedures specified in the Local Government Act 2002.

5. SIGNIFICANT BUSINESS RISK IMPACT

- 5.1. There is a significant business risk impact to Council if the RPTP is not reviewed following the update to the Regional Land Transport Plan in that Waka Kotahi may deem the current RPTP ineffective meaning the region would be legally without a RPTP (which is a legislative function and requirement of regional councils)

6. CLIMATE IMPACT STATEMENT

- 6.1. Climate change and the implications of climate change from public transport initiatives and policies will be an important consideration in the review of the RPTP. This item itself however will not result in a direct impact on climate change.

7. BACKGROUND AND LEGISLATIVE CONTEXT

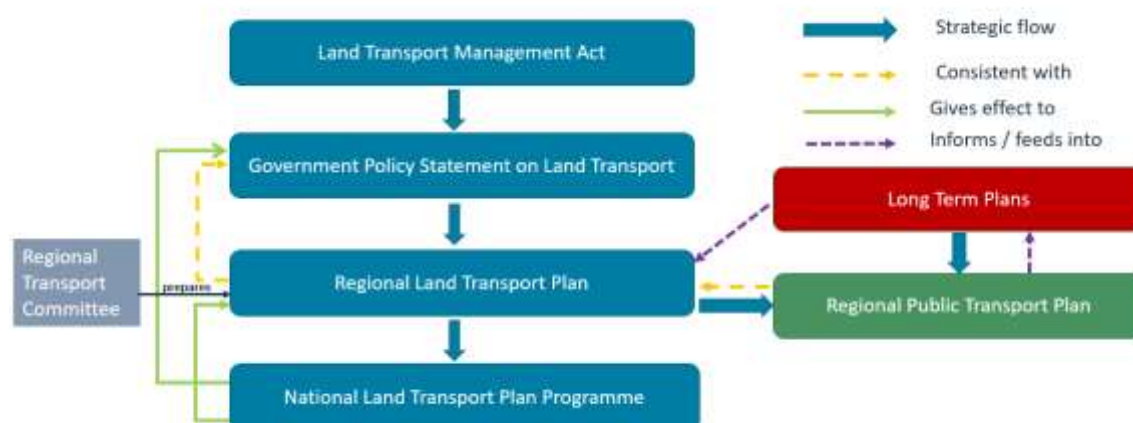
- 7.1. The RPTP was last updated and adopted in 2015. Since then, there have been significant changes to both the operating environment and the strategic context for public transport in the region. Taking into account the current form of the RPTP and the strategic and operating changes, there is a strong case for re-setting the plan to better reflect the current

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context, improve focus on guiding principles and the strategic aspects of public transport provisions, and to provide a stronger policy framework which aligns with current strategic policy and supports future decision making.

- 7.2. Section 126 of the LTMA specifies that an RPTP must be kept current for a period of not less than three years but not more than 10 years and also requires the RPTP to be reviewed at the same time as, or as soon as practicable after, the public transport service components of a **Regional Land Transport Plan (RLTP)** are approved. The 2021-31 RLTP is currently in the latter stages of development and due to be adopted by Council in June 2021. As such, it is appropriate for the RPTP to now be reviewed in light of the updated RLTP and to ensure Council meets its legislative requirements.
- 7.3. The proposed scope has been developed with the goal of the next RPTP providing a clear strategic direction for public transport, and setting the parameters for planning and investment decisions to support the delivery of the draft RLTPs strategic direction.
- 7.4. This report sets out high level timeframes for the review, recognising that sufficient time needs to be allocated in the process for community engagement.
- 7.5. Sections 117-129 of the LTMA set out the purpose, content and consultation requirements for RPTPs.
- 7.6. Part 5 of the LTMA sets out the planning framework for provision of public transport services to enable implementation of the **Passenger Transport Operating Model (PTOM)**. Section 115 of the Act sets out a number of guiding principles in relation to provision of public transport services:
 - (a) regional councils and public transport operators should work in partnership and collaborate with TLAs to deliver the regional public transport services and infrastructure necessary to meet the needs of passengers;
 - (b) the provision of public transport services should be coordinated with the aim of achieving the levels of integration, reliability, frequency and coverage necessary to encourage passenger growth;
 - (c) competitors should have access to regional public transport markets to increase confidence that public transport services are priced efficiently;
 - (d) incentives should exist to reduce reliance on public subsidies to cover the cost of providing public transport services; and
 - (e) the planning and procurement of public transport services should be transparent.

- 7.7. The below diagram provides context to show how everything fits together and where the RPTP sits in relation to other statutory documents:



8. THE CURRENT RPTP

8.1. The current RPTP is largely focused on operational policy and sets a solid foundation for provision of public transport services in the region. However there have been some changes to the operational environment for public transport since the RPTP was last reviewed. These include:

- The Government has released the Government Policy Statement on Land Transport (GPS) 2021 which has four strategic priorities to guide transport investment for the 2021-31 period. Three key priorities with implications for transport policy are:
 - Better travel options – providing people with better transport options to access social and economic opportunities. This priority aims to deliver public transport and active modes that are more available and accessible and an increased share of travel by public transport and active modes.
 - Climate change – developing a low carbon transport system that supports emissions reductions. This priority aims to deliver a transition to emissions-free public transport and has been given additional momentum with the Government's recent commitment to decarbonisation of the public transport bus fleet.
 - Safety – developing a transport system where no-one is killed or seriously injured. This priority aims to provide safe public transport service giving people a wider range of quality travel options to access opportunities.
- Waka Kotahi has recently released a draft Public Transport Fares Investment Policy and Draft RPTP Guidelines to Regional Fare Policy development for consultation with local government. These will replace earlier guidelines for preparing RPTPs and the Waka Kotahi national farebox recovery policy introduced in 2010.

8.2. The above, along with legislative requirements, provides a strong case for reviewing the current RPTP.

9. SCOPE OF THE RPTP REVIEW

9.1. The LTMA requirements largely determine the scope of the review and what should be included in an RPTP. Horizons Regional Council must have a regional public transport policy document that meets these statutory requirements. The following principles will be applied to the review:

- The review will seek to deliver best practice when developing public transport policy and engaging with stakeholders, while fulfilling LTMA requirements.
- The RPTP should provide a clear strategic direction for public transport, and set the parameters for planning and investment decisions to support the delivery of this strategic direction.
- It should provide guidance and a reference point for all aspects of public transport service delivery.

9.2. The following matters are considered to be **within the scope** of the review:

- All matters that the LTMA requires to be included in an RPTP (see section 120 content requirements)
- Additional matters that can be included at the discretion of the authorising authority, namely:
 - Strategic context;
 - Challenges and opportunities;
 - Strategic responses(s) to challenges and opportunities; and
 - Additional objectives and policies.

- Strategy and policy on key public transport themes including but not limited to:
 - Accessibility for public transport users;
 - Network planning concepts and principles;
 - Criteria for introduction and review of services;
 - Demand responsive services;
 - School services;
 - Information and marketing;
 - Fare policy;
 - Modal integration;
 - Land use integration;
 - Inter-regional rail;
 - Public transport infrastructure; and
 - Fleet decarbonisation.

9.3. The RPTP is first and foremost a strategic policy document, albeit containing some operational policy and matters as required by the LTMA. With that in mind, the following matters are considered **out of scope**:

- Detailed implementation for public transport services: The RPTP is not intended to be a detailed implementation plan for public transport in the region. However, it may provide high level direction on an implementation approach or actions that need to be completed.

10. INVESTMENT LOGIC MAPPING

10.1. While not a requirement of RPTP development, officers recommend the process commence with a Committee workshop to undertake an **Investment Logic Mapping (ILM)** exercise. Officers believe this will provide valuable direction for policy development under the RPTP by solidifying the purpose of the review and identifying the problems and benefits. This will then guide the strategic response (i.e. policy framework) and set the foundation for early engagement with key stakeholders.

11. CONSULTATION

- 11.1. Pre-consultation with the key statutory stakeholders is proposed during RPTP preparation with the aim of involving these stakeholders early in the planning process. These stakeholders include, public transport operators, Territorial Authorities, Waka Kotahi, the Regional Transport Committee, iwi, KiwiRail, and the Minister of Education.
- 11.2. Initially it is planned to make email contact with these stakeholders following the ILM exercise and invite their involvement and feedback on development of the RPTP. For those who wish to be involved, it is then proposed to present to these groups and provide information on the review and highlight the key areas where feedback is sought.
- 11.3. Follow up meetings and workshops will be held with key stakeholders as required as the draft RPTP is developed.
- 11.4. Formal public consultation is proposed once the draft RPTP is approved by the PTC for release. Officers will outline the consultation plan at the last PTC meeting for 2021.

12. FARE REVIEW

- 12.1. Members may recall an item presented to the Committee at the 16 February 2021 meeting, providing information on the process, scope and timing of a fare structure review for Public Transport services in the region.
- 12.2. It is proposed that the fare structure review be undertaken alongside the RPTP review. However, the fare structure review must be completed prior to public consultation on the draft RPTP takes place. The fare structure review has been built into the timeline below

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and will utilise a proposed workshop in September (and possibly August) to discuss the findings of the fare structure review and seek feedback from the PTC prior to presenting the recommendations to the Committee for approval in November 2021.

13. TIMELINE / NEXT STEPS

13.1. The table below shows the keys stages for development of the new Plan.

Phase/Tasks/actions	Date	Milestone
1) Plan and scope Review paper to PTC	May 2021	Report to PTC – process, scope and timeline for the RPTP review
2) Pre-consultation: Initial contact with key stakeholders Discussions and presentations to key stakeholders	July-August 2021 September 2021	Presentation to key stakeholders Feedback gained from stakeholders on strategic direction
3) ILM workshop Workshop with PTC to commence ILM exercise Finalise ILM and report back to PTC	June 2021 July/August 2021	Completed ILM outlining: - Review purpose - problem statements - benefit statements - strategic responses
4) Fare Structure Review Analyse current fare structure Investigate options for fare structure Present and discuss proposed fare structure to PTC (workshop) Seek approval for fare structure (PTC meeting)	June-October 2021 September 2021 (PTC workshop) 16 November 2021	Refer to item presented to PTC on 16 February 2021 Fare structure review must be complete before consultation on the draft RPTP takes place. Fare review must therefore be complete and approved by PTC at the November 2021 meeting.
5) Draft RPTP Review of policies following ILM PTC workshop (objectives and Policies) Drafting the RPTP Objectives and Policies confirmed	August 2021 September 2021 August – November November PTC	Technical working papers Presentation for PTC workshop Progress report to PTC (November meeting)

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6) Approve draft	February 2022	PTC approves draft Plan for consultation
7) Public Consultation Submissions period Summary of submissions Public hearings Analysis of submissions Amendments to RPTP following hearings and deliberations.	March 2022 April 2022 April 2022 April/May 2022 May 2022	Public consultation on draft Plan Report to PTC hearing committee: summary of submissions and officers comments Report to Council: analysis of submissions and hearing committee's recommendations
8) Adopt RPTP PTC approve RPTP Council adopts RPTP	May/June 2022	PTC approves Plan and recommends for adoption by the Regional Council Regional Council adopts Regional Public Transport Plan

14. SIGNIFICANCE

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

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ANNEXES

There are no attachments for this report.