

Report No.

20-115

Decision Required

REGIONAL LAND TRANSPORT PLAN DEVELOPMENT: UPDATE AND CONFIRMATION OF STRATEGIC COMPONENT

1. PURPOSE

- 1.1. The purpose of this item is for the committee to confirm the strategic component of the **Regional Land Transport Plan (RLTP) 2021-2031** currently being prepared.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 20-115.
- b. approves for inclusion in the draft Regional Land Transport Plan 2021-2031, the **issues (problems)** listed in paragraph 8.1 of this report
- c. approves for inclusion in the draft Regional Land Transport Plan 2021-2031, the **vision**, covered in paragraph 8.2 of this report
- d. approves for inclusion in the draft Regional Land Transport Plan 2021-2031, the **objectives** listed in paragraph 8.3 of this report.
- e. approves for inclusion in the draft Regional Land Transport Plan 2021-2031, the **strategic priorities (10 year investment priorities)** listed in paragraph 8.4 of this report
- f. Confirms the updated timeline provided in section 10 of this report.

3. FINANCIAL IMPACT

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

4. COMMUNITY ENGAGEMENT

- 4.1. No community engagement is required as a result of this report. As the RLTP 2021 progresses, consultation on the completed draft document will occur.

5. SIGNIFICANT BUSINESS RISK IMPACT

- 5.1. There is no significant business risk impact associated with this item.

6. BACKGROUND

- 6.1. RLTPs are the primary documents guiding integrated land transport planning and investment within a region. The RLTP sets the strategic direction for the region's transport network over the next 10 years. It describes the long term vision and identifies the short to medium term regional investment priorities to achieve this vision. The RLTP also includes a regional programme of transport activities proposed for funding over a 3-6 year period.
- 6.2. The RTC is required to develop a new RLTP every six years and review every three years. The RLTP 2015 was reviewed in 2018, and as such the planning cycle for the next RLTP

has commenced. The RLTP is required to be completed and submitted to Waka Kotahi NZ Transport Agency (Waka Kotahi) by 30 April 2021.

7. PROCESS OF RLTP DEVELOPMENT TO DATE

7.1. There are several key steps in developing a RLTP which require consideration, discussion and confirmation from the Committee. These are:

7.1.1. Confirmation of problems/issues and benefits for the region (**Investment Logic Mapping (ILM)** exercise).

7.1.2. Guidance on setting the scene and confirmation of the strategic direction and context (which will feed into the strategic priorities and overall front end of the RLTP).

7.1.3. Confirmation of the strategic 'front end' of the RLTP i.e. the vision, issues, objectives, and strategic priorities.

7.1.4. Prioritisation of the work programme (10 year programme of investment activities to be undertaken by AOs).

7.1.5. Confirmation of the draft RLTP for consultation.

7.1.6. Hearing and deliberation on submissions.

7.1.7. Confirm the final RLTP for adoption by Council

7.2. The below outlines the work that has been undertaken to date.

General introduction to RLTP development

7.3. Committee members were introduced to the RLTP development process at the December 2019 RTC meeting through an item which discussed the current RLTP and the process for developing the next RLTP. At the March RTC meeting a timeline and process was presented for Committee endorsement.

Investment Logic Mapping (ILM) workshops

7.4. An ILM exercise run by an approved Waka Kotahi facilitator has been undertaken. This process has involved three workshops with the Committee and two with the **Regional Advisory Group (RAG)** over the June-July 2020 period. The ILM ensures that the identified regional land transport problem and benefit statements have clear logic and evidence to support the Business Case Approach principles. The outcomes generated from these workshops are valuable and have guided the development of the region's 30 year vision statement, objectives and strategic priorities.

RTC Workshop - Problems, Strategic Priorities, and Objectives

7.5. Following development of the problem and benefit statements through the ILM workshop process, a workshop was held with RAG on 31 July to develop the visions, objectives and strategic priorities. In August, a workshop was held with the RTC to present the final draft regional problem and benefit statements; and draft vision statement, objectives and strategic priorities that had been developed from the RAG workshop. Following feedback, post-RTC workshop, from RTC members the vision, objectives and strategic priorities have been updated. This is what is being presented to the Committee today.

7.6. The final draft ILM is being updated following members feedback and will be provided to the Committee at the meeting.

8. DRAFT STRATEGIC PROVISIONS

- 8.1. The draft strategic provisions which have been developed following workshops with the RAG and RTC are outlined below:

Regional Issues (Problems)

- **Connectivity, travel choice and access:** Land use conflicts, inadequate infrastructure, and network inefficiencies are leading to less effective transport routes and user choices.
- **Safety:** Increasing conflict between competing modes, poor user behavior, and inadequate infrastructure is leading to deaths and serious injuries.
- **Environmental:** A lack of transport modes and heavy reliance on fuel based transport is leading to increased carbon emissions and a general decline in environmental quality.
- **Resilience:** Impacts from climate change, natural hazards and sub-optimal maintenance / renewals are increasing network vulnerability and costs

Vision

- 8.2. The vision statement outlines the region's desired 30 year transport vision. It has been designed to be concise and to convey the strategic location of our region.

- 8.3. The vision statement is:

A region that connects central New Zealand and supports safe, accessible, and sustainable transport options

Objectives

- 8.4. The objectives outline what the region plans to do to achieve the vision. They are the also the benefits that we will see if we solve the issues (Problems). The objectives are outlined below.

- **Objective 1 - Travel Choice:** Transport users in the region have access to affordable transport choices that are attractive, viable and encourage multi-modal travel.
- **Objective 2 - Connectivity and efficiency:** The regional transport network connects central New Zealand and is efficient, reliable and resilient.
- **Objective 3 - Safety:** The transport network is safe for all users.
- **Objective 4 - Environment:** The impact of transport on the environment and the transport system's vulnerability to climate change are minimised.
- **Objective 5 - Land Use Integration:** Transport and land use are integrated to support well connected communities that promote a strong regional economy and liveable region.

Strategic Priorities (10 year investment priorities)

- 8.5. The strategic priorities (or 10 year investment priorities as they can also be referred to) are the key focus areas for the region. Their purpose is to tell the region's short to medium term investment story. While guided by the strategic context and vision, the priorities will have a narrower focus, **responding to the most urgent and significant barriers in the short to medium term** to achieve the longer term vision.

- **Transport Strategic Priority 1 - Connectivity and Access:** Provide better transport connections and options to enable efficient and safe movement of people and freight, improved access to health, social and economic opportunities.

- **Transport Strategic Priority 2 - Safety:** Improve the transport network to create a safe transport system for all users.
- **Transport Strategic Priority 3 - Better travel options:** Make active and public transport and alternative freight modes, safe, attractive and viable options for more trips throughout the region.
- **Transport Strategic Priority 4 - Environment:** Reduce environmental impacts and carbon emissions from the transport system.
- **Transport Strategic Priority 5 - Resilience:** Build resilience into the region's transport network by strengthening priority transport lifelines.

9. RLTP TEMPLATES

- 9.1. Waka Kotahi has indicated it wishes to take a different approach to development of RLTPs and has released some detailed guidance which has been developed and endorsed by the Local Government Transport Special Interest Group (TSIG). We intend to follow this guidance and the templates released by Waka Kotahi and TSIG. This will ensure the RLTP is consistent with other regions and follows best practice. There will be some changes to the prioritisation process for the work programme in order to line up with the methodology developed by TSIG. This will be workshopped with the RAG and the Committee prior to the prioritisation process occurring.

10. TIMELINE / NEXT STEPS

	DATE	ACTIVITY	WHO
	1 September	RTC meeting Approve strategic front end	RTC
	September–October	Development of draft work programmes Further development of the background and strategic context (full text for RTC review)	Staff and RAG
	November	RAG workshop to prioritise draft work programmes RTC workshop to prioritise draft work programmes	RAG RTC
	November-December	Finalise work programme, monitoring framework and appendices	Staff
	1 December	RTC meeting Approve draft RLTP for consultation	RTC
2021	January- February	Consultation	
	February	RLTP hearings and deliberations	RTC and staff
	March	RTC meeting: approval of final RLTP for Council adoption	RTC
	March/April	Council adopt RLTP	Council

	30 April	Submit final RLTP to Waka Kotahi in TIO	Staff
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- 10.1. There are a number of strategic government documents that feed into and guide the RLTP. Two key documents are the **Government Policy Statement on Land Transport (GPS)** and **Waka Kotahi Investment Programme (WKIP)**. At present, both of these documents are in draft form and indications from Waka Kotahi and Ministry of Transport are that release of updated or final documents are likely to be delayed due to the Covid-19 pandemic. Depending on what happens with these documents, the WKIP in particular, the above timelines may become very tight as we adapt to ensure the RLTP is consistent. Regardless, we will need to adhere to the 30 April deadline.
- 10.2. Another document worth mentioning is the **Rail Network Investment Plan (RNIP)** which is due to be developed (we are yet to see a draft) but will be reliant on the draft Rail Plan being finalised. The RNIP will inform rail investment across the Country and it will therefore be important that our RLTP is consistent. This is another potential time pressure that is out of our control at present.

11. SIGNIFICANCE

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

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MANAGER TRANSPORT SERVICES

ANNEXES

There are no attachments for this report.