

Report No.	20-66
Information Only - No Decision Required	

REGIONAL LAND TRANSPORT PLAN DEVELOPMENT - UPDATE

1. PURPOSE

- 1.1. The purpose of this report is to provide Committee members with an update on development of the 2021 **Regional Land Transport Plan (RLTP)**.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 20-66.

3. FINANCIAL IMPACT

- 3.1. There is no financial impact resulting from this item. The development of RLTP 2021 has been budgeted for via the Annual Plan and Long Term Plan processes.

4. COMMUNITY ENGAGEMENT

- 4.1. There is no community engagement required from this item. As the RLTP 2021 progresses, consultation on the draft document is likely to be required.

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 NZTA by 30 April 2021.
- 6.3. At the last Committee meeting in March, the process for developing the RLTP and a proposed timeline were outlined. This item updates the Committee on which stage of the process we are at, and highlights the work programme moving forward.

7. RLTP DEVELOPMENT

- 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. 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).

03 June 2020

- 7.1.2. Confirmation of problems/issues and benefits for the region (**Investment Logic Mapping (ILM)** exercise).
- 7.1.3. Confirmation of the strategic 'front end' of the RLTP i.e. the issues, objectives, strategic priorities and policies.
- 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. At present we are at the ILM stage of the development process. The ILM is a useful way of identifying problems, outcomes and benefits and getting early agreement before any investment decisions are made. Ultimately, investment logic mapping helps set the scene for the region's strategic direction and investment priorities. The ILM process is often done through facilitated workshops.
- 7.3. As we move into the development of the next RLTP, the overarching strategy that sets the strategic direction of the RLTP needs to be reviewed and tested. A key part of this is to ensure the region's transport problems and benefits are appropriate and clearly articulate the desired outcomes.
- 7.4. A workshop is planned following this Committee meeting to commence the ILM process. The workshop aim will be to commence the ILM process by consolidating and testing the Committee's thinking and capturing the RTC's thoughts on the critical problems the region faces and the benefits desired if the problems were addressed. The outcomes of the workshop will give direction to officers and **Regional Advisory Group (RAG)** members needed to develop an investment logic map that will clearly define the problems and benefits (with KPIs). A RAG workshop is planned following the RTC workshop with the aim of producing a draft ILM (see example below) that will be emailed to the RTC for comment and refinement.
- 7.5. Following confirmation of the ILM, work can commence on developing the strategic context (or front end) of the RLTP as per the timeline below.

	DATE	ACTIVITY	WHO
2020	June 2020	RTC workshop ILM exercise to commence development of the RLTP Strategic Direction.	RTC and RAG
	June-July 2020	Develop strategic priorities and draft strategic front end of RLTP	Staff and RAG
	August	RTC workshop to confirm strategic priorities Note: this needs to be done for AOs to confirm their investment projects and asset management plans by 31 August for NZ Transport Agency	RTC
	August - September	Review and update strategic front end following RTC workshop	Staff
	1 September	Approve strategic front end	RTC
	September–October	Development of draft programmes	Staff and RAG

	November	RTC workshop to prioritise draft work programmes	RTC
	November-December	Finalise work programme, monitoring framework and appendices	Staff
	December	Approve draft RLTP for consultation	RTC
2021	December-January	Consultation	
	February	RLTP hearings and deliberations	RTC and staff
	March	RTC approval of final RLTP for Council adoption	RTC
	March/April	Council adopt RLTP	Council
	30 April	Submit final RLTP to NZ Transport Agency in TIO	Staff

- 7.6. 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 **Transport Agency Investment Programme (TAIP)**. At present, both of these documents are in draft form and indications from the NZ Transport Agency 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 TAIP 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.

8. RLTP TEMPLATES

- 8.1. The NZ Transport Agency have indicated they wish to take a different approach to development of RLTPs and have released some detailed guidance which has been developed and endorsed by the **Transport Special Interest Group (TSIG)**. We intend to follow this guidance and the templates released by NZ Transport Agency and the 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 the TSIG. This will be workshopped with the RAG and the Committee prior to the prioritisation process occurring.

9. TIMELINE / NEXT STEPS

- 9.1. Following this meeting, the ILM process will commence to inform the development of the strategic front end of the RLTP.

10. SIGNIFICANCE

- 10.1. 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.