

Report No.	21-64
Decision Required	

REGIONAL LAND TRANSPORT PLAN 2021-31 - APPROVAL

1. PURPOSE

- 1.1. The purpose of this item is to approve the draft **Regional Land Transport Plan 2021-31 (RLTP)** so that it is ready for adoption by Council on 22 June 2021.

RECOMMENDATION

It is recommended that the Committee

- a. receives the information contained in Report No. 21-64 and Annexes. Regional Land Transport Plan 2021-31, attached as Annex A.
- b. lodges the Regional Land Transport Plan 2021-31 with Council for formal adoption on 22 June 2021, as required under the Land Transport Management Act 2003.
- c. delegates to officers the authority to make final design and formatting amendments to the Regional Land Transport Plan 2021-31 before lodgement to Council.
- d. recommends that Council
 - i. approves the final Regional Land Transport Plan 2021-31.
 - ii. lodges the final Regional Land Transport Plan 2021-31 by Council with Waka Kotahi NZ Transport Agency by 30 June 2021.

2. FINANCIAL IMPACT

- 2.1. No financial impact to the Council as a result of this decision. The Council's activities in the draft RLTP have been included in the draft 2021-24 Long Term Plan budgets

3. COMMUNITY ENGAGEMENT

- 3.1. Public consultation on the draft RLTP was undertaken from 9 February to 17 March 2021. A total of 56 submissions were received, of which three were late.
- 3.2. Following adoption of the RLTP, the general public will be advised via social media posts, a media release and notices in the region's papers (in line with legislative requirements under sections 18F and 108 of the Land Transport Management Act).

4. SIGNIFICANT BUSINESS RISK IMPACT

- 4.1. There is a significant business risk to **Horizons Regional Council (Horizons)** and all territorial authorities if the RLTP is not approved as this document is used to secure funding from the **New Zealand Transport Agency (NZTA)** for its transport programmes.

5. CLIMATE IMPACT STATEMENT

- 5.1. There is no direct climate change impact as a result of this item as its purpose is administrative in nature. However, it is noted that the RLTP seeks to drive reductions in carbon emissions from transport and if implemented as intended should result in reductions in climate change impacts from transport.

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6. BACKGROUND

- 6.1. The RLTP is a statutory document that must be prepared every six years, be relevant for at least ten-years, and set out the Regions' land transport objectives, policies and measures. It must also show the activities proposed for years one to six. These requirements come from the **Land Transport Management Act (LTMA)**.
- 6.2. Under the LTMA, the RTC is required to develop a new RLTP every six years and review every three years. The RLTP 2015 was reviewed in 2018. The draft RLTP 2021-31 prepared for adoption represents the new six yearly plan required to be developed under the LTMA. The RLTP is required to be completed and submitted to **Waka Kotahi NZ Transport Agency (Waka Kotahi)** by 30 June 2021.
- 6.3. The draft RLTP attached as **Annex A** for **approval** has been prepared under the new six-yearly plan required by the LTMA.
- 6.4. Previous **Regional Transport Committee (RTC)** agendas contain the full background on the legislative requirements of the RLTP.

7. THE REGIONAL LAND TRANSPORT PLAN 2021-31

- 7.1. The draft RLTP was publically notified on 9 February 2021, with submissions closing on 17 March 2021. Minutes from the **Regional Land Transport Plan 2021-2031 Subcommittee (Subcommittee)** hearings held on 8 April 2021 are attached in **Annex B**, and minutes and resolutions from deliberations held on 12 April 2021 are also attached at **Annex B**. The RLTP to be adopted with amendments is attached as **Annex A**. A summary is also attached highlighting where changes to the draft plan have been made following deliberations. This is included as **Annex C**.
- 7.2. Key dates from here are:
 - 1 June 2021 - RTC endorses the RLTP with any amendments;
 - 22 June 2021 - Council approves the RLTP;
 - 30 June 2018 – Approved RLTP must be submitted to the Waka Kotahi;
 - 31 August 2018 - Waka Kotahi adopts the **National Land Transport Programme 2018-21 (NLTP)**;
 - 31 August 2018 – The implementation of the programme component of the RLTP commences.
- 6.3. Transport activities included in the RLTP must be consistent with each Council's **Long Term Plan (LTP)**. This means the RLTP cannot include a project, as a result of submissions, if the Council's own LTP does not, as there is no provision for the local share of the cost of the project.
- 6.4. The complete list of activities included in Tables 2 and 4-10 of the RLTP is current at the time of writing. As some Councils have not yet adopted their final LTP, any projects that are later removed from their respective LTP, or are deferred to beyond the period of the RLTP, will no longer be valid in the final RLTP.
- 6.5. The prioritised list (Table 2) reflects the importance the RTC would like to see placed on the various transport activities when Waka Kotahi allocates funding. The activities have been prioritised according to the strategic priorities (Section 5 of the RLTP) they align with. However it is important to note that the Region's priority list will be assessed against national priorities and it is therefore possible that some projects will not be funded as early as programmed, or at all.

8. SUBMISSIONS AND RESPONSES

- 8.1. A total of 56 submissions were received, three of which were late. The late submissions were accepted by the Subcommittee at the hearings. The Subcommittee met on 8 April 2021 to hear those who wished to speak in support of their submission. The Subcommittee also considered all other submissions and provided initial comment on the relief sought on each of those. Section 10 of this report includes discussion on the key themes raised in submissions.
- 8.2. Officer recommendations on submissions were provided to the Subcommittee on 1 April 2021 for consideration in deliberations on 12 April 2021.
- 8.3. The Subcommittee met on 12 April 2021 to deliberate on submissions and consider officers' recommendations.

9. COMMON SUBMISSION POINTS

Elevate the ranking of Transport Investment Priorities 3 and 4 (better travel options and environment)

- 9.1. Many submitters raised concerns around the lack of walking and cycling and passenger transport related projects in the draft RLTP. They also expressed concern at the lower ranking of this and the environment priorities in the transport investment priorities. Submitters requested that Better Travel options (Transport Investment Priority 3 in the pre-consultation draft RLTP) and Environment (Transport Investment Priority 4 in the pre-consultation draft RLTP) should be ranked higher than Connectivity and Access (Transport Investment Priority 1 in the pre-consultation draft RLTP).
- 9.2. Submitters also wanted to see the active travel and public transport projects in Table 2 (prioritised list of significant activities) ranked higher.

Stronger language around opportunities associated with passenger rail and public transport

- 9.3. Some submitters expressed concern that opportunities associated with better use of rail and increased mode shift to active and public transport were not articulated strongly enough in the Plan.

More information on the Palmerston North Integrated Transport Initiative project

- 9.4. A number of submitters from the Bunnythorpe community felt that the draft RLTP did not include enough commentary or maps outlining information on the Palmerston North Integrated Transport Initiative project (ranked priority number 1 in the draft Plan). Submitters sought more certainty regarding this project to inform their views.

Greater recognition of Ōtaki to north Levin as a significant regional activity

- 9.5. A few submitters requested there be greater emphasis made in the RLTP to the regionally significant Ōtaki to north Levin roading project. This project is listed in Table 4 of the RLTP as a committed activity, with funding having been secured outside of the RLTP via the NZ Upgrade Programme. Through deliberations the Subcommittee recommended no change be made to the draft RLTP as a result of these submissions.

10. KEY CHANGES TO THE PLAN FOLLOWING DELIBERATIONS

- 10.1. The key changes to the RLTP following deliberations are largely in response to the common themes raised in submissions. The key changes recommended by the Subcommittee are:

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- The ranking of the priorities remain the same but the weighting applied to the Environment priority be increased (and resilience decreased) to elevate the importance of this priority in relation to others.
- The priority rank of the Waka Kotahi, Manawatū River Bridge to Ashhurst Cycleway, SH3, Ashhurst project be changed from priority 9 to priority 5 (sitting below the Capital Connection ranked priority 4) to recognise that this project will contribute significantly to achieving the strategic direction of the RLTP.
- Strengthened wording regarding increasing the use of rail and other transport modes throughout the report in order to maximise the opportunity this will provide if successful.
- Inclusion of more detailed information regarding the Palmerston North Integrated Transport Initiative project.
- Provided greater clarity on a number of significant regional project funded outside of the NLTP to recognise the importance of these projects in achieving the RLTPs vision and objectives. For example Marton Rail Hub, KiwiRail regional freight hub, and Taihape to Napier road

10.2. There are a number of other minor changes to wording and policies throughout the document following submissions. The sections changed are listed in the resolutions from deliberations which were held on 12 April 2021.

11. APPROVAL PROCESS FOR THE RLTP

- 11.1. Should the Committee endorse the final RLTP, it will be referred to Council for adoption at its next full meeting on 22 June 2021.
- 11.2. If Council does not adopt the RLTP, it can refer it back to the RTC to reconsider one or more aspects of the RLTP.
- 11.3. The RTC can then do either or both of the following:
- a. amend the RLTP after consulting on any significant aspects the Council considered needing amending; or
 - b. forward to Council any additional information that has been requested by Council, or that the Committee feels will help the Council in its decision.
- 11.4. Council can then either approve the amended RLTP and forward to Waka Kotahi, NZ Transport Agency, or not approve the RLTP but still forward it to the Waka Kotahi, NZ Transport Agency with a statement of reasons for the decision not to approve it.

12. SIGNIFICANCE

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

Leana Shirley
SENIOR TRANSPORT PLANNER

Rhona Hewitt
MANAGER TRANSPORT SERVICES

ANNEXES

- A Draft RLTP for Approval
- B Regional Land Transport Plan 2021-2031 Subcommittee Hearings and Deliberation minutes
- C Changes made to draft RLTP following submissions and deliberations