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Committee Regional Transport  
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## **Proposed new Regional Network Plan approach**

### **1. Purpose**

This report sets out the proposed new approach to regional transport planning, which involves bringing together the current strategy and various corridor and implementation plans into one integrated document called a Regional Network Plan.

### **2. The decision-making process and significance**

The matter requiring decision in this report has been considered by officers against the requirements of Part 6 of the Local Government Act 2002.

#### **2.1 Significance of the decision**

Officers have considered the significance of the matter and recommend that the matter be considered to have low significance in terms of the Council's significance policy and decision-making guidelines.

This decision is to agree on a process and approach that will result in a new planning framework for later adoption by the Committee.

Officers do not consider that a formal record outlining consideration of the decision-making process is required in this instance.

### **3. Current regional transport planning framework**

Currently, the Wellington Regional Land Transport Strategy (RLTS) sets the overall regional direction for planning the development of the land transport network. This is a statutory document developed under the LTMA 2003 which prescribes a comprehensive list of requirements, including consultation requirements.

The Wellington Regional Public Transport Plan (RPTP) is prepared by Greater Wellington Regional Council under the Public Transport Management Act 2008. This guides delivery of public transport services in the region and gives effect to the public transport service outcomes and policies of the RLTS.

A large number of non-statutory corridor plans and implementation (mode/issue) plans describe principals, programmes and projects to implement the RLTS. These include the Western, Hutt, Wairarapa, and Ngauranga to Airport corridor plans. Implementation plans include the regional public transport, walking, cycling, road safety, travel demand management and freight plans.

The statutory Regional Land Transport Programme (RLTP) is developed every 3 years and sets out the programme of transport projects (activities) that funding will be sought for over a three-year period. The RLTP must be consistent with the RLTS.

Outside this core framework of regionally coordinated transport planning are a number of other plans and programmes led by various organisations. NZTA produces a number of plans for managing and operating the state highway network. Greater Wellington Regional Council carries out public transport service reviews and develops a Regional Rail Plan. Local councils develop and implement asset management plans, local transport, walking and cycling strategies, and road safety programmes.

#### **4. Drivers for a new approach**

The key drivers behind a proposed new approach or framework for our regional transport planning are:

- Need for enhanced integration - between modes/networks/corridors and between land use and transport planning
- Need for streamlined and simplified transport planning framework
- Need to be more cost effective and reduce duplication
- Need to ensure effective and efficient consultation and engagement
- Need to respond to likely changes arising from the LTMA Bill 2012

#### **5. Land Transport Management Amendment Bill 2012**

Proposed changes to the Land Transport Management Act (the Act) were introduced in the House in August under the Land Transport Management Amendment Bill 2012.

The key changes which affect the way we do our transport planning are:

- a new purpose for the Act and streamlined decision-making criteria that seek to emphasise effectiveness, efficiency, and safety;

- a single government policy statement on land transport;
- the consolidation of the regional land transport strategy and regional land transport programme into a new planning document, the regional land transport plan (six year planning cycle with 3 yearly review and a 10 year planning horizon);

While the Select Committee is yet to determine what will come through in the final legislation, this new approach has been developed to respond to the direction in the Bill.

## 6. Proposed Regional Network Plan approach

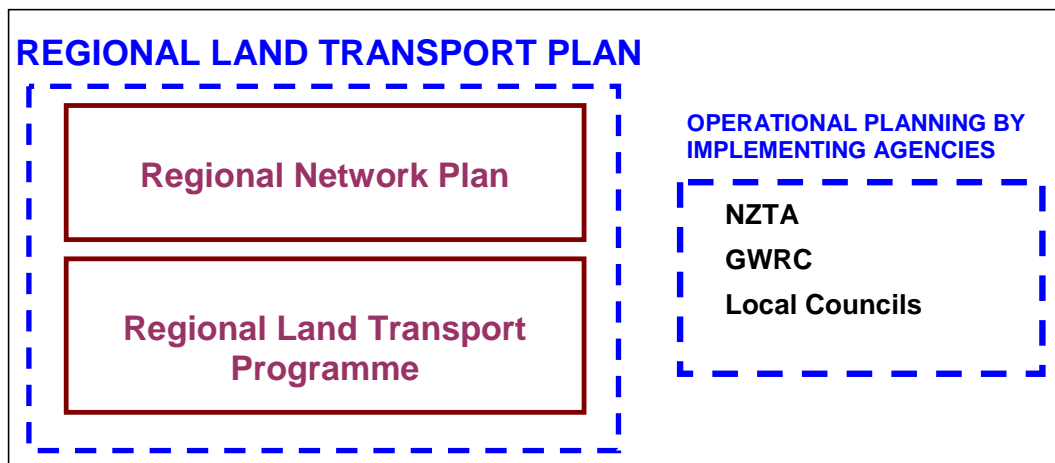
Over the past decade or so, our approach has involved focused development and review of a number of regional transport plans by corridor and by specific transport mode/issue. This has allowed comprehensive engagement with the relevant communities and interest groups, and detailed identification of the relevant needs, issues, and measures in response.

The proposed new approach involves bringing all these plans and the overall strategy (currently set out in the RLTS) together into one integrated Regional Network Plan. The approach will involve highlighting the integration and synergies between the modes and corridors that make up the region’s transport network.

The Regional Network Plan will then form either a stand-alone document or the strategic ‘front end’ of the future Regional Land Transport Plan, depending on the outcome of the LTMA Bill 2012 process.

Operational and detailed policy and planning by the different network managers, including a Regional Passenger Transport Plan, would continue alongside the Regional Network Plan.

It is expected that the Regional Network Plan will provide a useful input to any future spatial planning in the region from a transport perspective.



## **6.1 Scope**

It is proposed that work over the next 18 months will involve the transition from the current set of strategies and plans into the new integrated Regional Network Plan framework prior to work commencing on developing and agreeing the next RLTP.

We propose to check the evidence base and do some additional work to highlight the synergies between modes and corridors as part of bringing the existing strategy and plans together. However, the scope does not involve re-visiting the strategic approach or key outcomes and improvements, much of which has been agreed over recent years.

A full review will be undertaken (including policy and planning content of the Regional Network Plan) after the next RLTP is adopted in 2015.

## **6.2 Technical working group**

The proposed Regional Network Plan approach has been discussed and endorsed by a technical working group comprised of representatives from the territorial authorities, Greater Wellington Regional Council and the New Zealand Transport Agency.

The technical working group will assist with development of a draft Regional Network Plan over the next 12 months.

## **6.3 Consultation**

The nature of consultation on a draft Regional Network Plan will be determined once the changes to the LTMA 2003 (the Act) are announced following the Select Committee process. This is expected to be around March 2013.

In particular, it will depend on whether the Act requires that the strategy components of a future Regional Land Transport Plan to be consulted on together with the detailed programme aspects, as currently proposed in the LTMA Bill.

A targeted consultation process may be used, recognising that the Regional Network Plan will be based on already agreed outcomes.

## 7. Timeframe

The expected time frames that would apply to the proposed Regional Network Plan are shown in the following table.

Key Step	Timing
Develop and agree Draft Regional Network Plan	End 2013
Consultation on Draft Regional Network Plan	Early 2014
Adopt FINAL Regional Network Plan	Mid 2014
Commence development of the RLTP	August 2014
Adopt next RLTP	June 2015

## 8. Communication

If the proposed new approach is endorsed by the Committee, communication will be sent out to the technical working group members confirming the commencement of the Regional Network Plan process.

## 9. Recommendations

*That the Committee:*

1. **Receives** the report.
2. **Notes** the content of the report.
3. **Agrees** to commence work on developing a new Regional Network Plan in accordance with the approach and timeframe set out in sections 6 and 7.

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