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Committee Regional Land Transport
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RLTS Review – Draft Vision, Objectives, Policies and Outcomes

1. Purpose

To confirm the re-drafted policies along with the draft vision, objectives and outcomes to be included in the draft Regional Land Transport Strategy (RLTS) document when it is released for consultation in November 2006.

2. Significance of the decision

The matters for decision in this report do not trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

3. Background

A draft vision, objectives, and policies for the RLTS review were developed through a number of workshops and agreed by the Regional Land Transport Committee (RLTC) in December 2004. A number of draft land transport outcomes were also developed under the headings roading, passenger transport, travel demand management, pedestrian, cycling and road safety, primarily derived from the relevant modal sub strategies.

Public consultation on the draft RLTS vision, objectives and outcomes along with the strategic options analysis was carried out in August/September 2005, resulting in over 90 submissions on various aspects of the consultation document. Feedback from the consultation process was reported to the RLTC on 8 December 2005.

As a result of the above feedback and discussions at the recent RLTC workshop on 12 May 2006, revisions have been made to the objectives, policies and outcomes previously agreed by the Committee in December 2004.

The draft vision, objectives, policies and outcomes are set out in **attachment 1**, with revisions shown in *italics*.

4. Comment

4.1 Legislative Context

Since the current Wellington RLTS was adopted in 1999, the national policy framework for the development of a RLTS has gone through some significant changes. The release of the New Zealand Transport Strategy (NZTS) in December 2002, and the subsequent enactment of the Land Transport Management Act 2003 (LTMA) has meant a number of amendments to the Land Transport Act 1998 (LTA) and its requirements for producing an RLTS [s175(2)].

Under the LTA, a RLTS is now required to “contribute to the overall aim of achieving an integrated, safe, responsive, and sustainable land transport system”; and to take into account how it:

- assists economic development
- assists safety and personal security
- improves access and mobility
- protects and promotes public health; and
- ensures environmental sustainability

Section 175(2) of the LTA sets out a comprehensive list of requirements for a RLTS. This includes the requirement to take into account the National Energy Efficiency and Conservation Strategy (NEECS). **Attachment 2** of this report provides further details on the legislative context.

4.2 Policy Context

At a regional level, the revised Wellington RLTS should be consistent with the Wellington Regional Strategy (WRS) and the community outcomes expressed in the Greater Wellington (GW) Long Term Council Community Plan (LTCCP).

The Strategic Options consultation phase of the RLTS review was carried out in conjunction with the WRS Growth Framework consultation exercise. The feedback and key issues identified from these processes were cross referenced and checked for consistency. Further development of the RLTS review will continue to inform and be informed by the WRS development.

The GW LTCCP sets out a 10-year plan to achieve community outcomes that work towards achieving a sustainable region. The RLTS is identified in the GW LTCCP as one of the key mechanisms for achieving the community outcomes relating to transport.

Under the LTA, a RLTS should not be inconsistent with any Regional Policy Statement (RPS). The RPS for the greater Wellington region is under review, with a discussion document *Our region – their future* currently out to consultation. While the RPS review will not be completed prior to the adoption of a new RLTS, both review processes will continually inform one another and be checked for consistency.

Attachment 2 of this report provides further detail of the relevant policy context.

4.3 Vision

The draft RLTS vision previously agreed by the Committee is:

‘To deliver an integrated land transport system that supports the region’s people and prosperity in a way that is economically, environmentally and socially sustainable’.

4.4 Objectives

The 6 draft RLTS objectives are:

- Assist economic and regional development
- Assist safety and personal security
- Improve access, mobility and reliability
- Protect and promote public health
- Ensure environmental sustainability
- Consider economic efficiency and affordability

No amendments were made to the draft objectives following the strategic options consultation feedback, however minor changes were made to the associated explanations to improve clarity.

At the RLTC workshop on 12 May 2006, the Committee raised the issue of whether the sixth objective ‘Consider economic efficiency and affordability’ should remain.

Including an objective regarding affordability ensures that it is given appropriate consideration during decision making processes. Therefore it is recommended that the sixth objective be retained in principle. However, officers have reviewed the sixth objective and recommend modified wording, which is more consistent with the first five objectives and clarifies its purpose:

‘Ensure that the Regional Transport Programme is affordable for the regional community’

Take account of funding likely to be available and economic efficiency when considering transport packages.

It is recommended the Committee confirms the draft objectives set out in **attachment 1** for inclusion in the draft RLTS.

4.5 Policies

Draft RLTS policies were developed following a review of the current RLTS policies in mid 2004. This involved updating the policies to take account of the draft vision and objectives previously adopted by the Committee, along with the current and forecast pressures and issues for the region.

The draft RLTS policies are grouped under the headings:

- Network and service improvement and responsiveness
- Travel Demand Management
- Securing transport funds
- Safety
- Environment and public health
- Planning and integration

Following the strategic options consultation, two new draft policies were added:

- *Ensure location and design of new transport infrastructure minimises community severance issues*
- *Ensure investment in arterial transport routes is coordinated with adjoining regions.*

Following the RLTC workshop on 12 May 2006, several further policies were drafted:

- *Where possible, separate arterial and local traffic*
- *Improve east-west transport links between SH1 & SH2*
- *Reduce greenhouse gas emissions arising from operation of the transport network.*

The Committee requested that an explanation be added to the introduction of the policies to clarify that all policies are subject to constraints beyond the scope of the strategy. This has been included in the redrafted paper (**attachment 1**).

The Committee also expressed a wish to see the policies set out alongside the vision, objectives and outcomes to put all of these elements in context. This has been provided in **attachment 3** of this report.

It is recommended the Committee confirms the policies set out in **attachment 1** for inclusion in the draft RLTS.

5. Outcomes

The draft RLTS outcomes are grouped under the headings:

- Rooding
- Passenger Transport
- Travel Demand Management
- Pedestrian
- Cycling
- Road Safety
- Freight

Revisions were made to the draft outcomes following the strategic options consultation and 12 May RLTC workshop. The key revisions are:

- three new outcomes for freight
- 'increase peak period PT mode share'
- 'improved accessibility for all, including disabled people'

It is recommended the Committee confirms the draft outcomes set out in **attachment 1**, for inclusion in the draft RLTS.

6. Communication

There is nothing to communicate at this time. This information will be published in the draft RLTS to be released in November 2006.

7. Recommendation

That the Committee:

1. *Agrees the draft vision, objectives, policies and outcomes as set out in Attachment 1 of this report, be included in the draft Regional Land Transport Strategy.*

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- Attachment 1: Draft RLTS Vision, Objectives, Policies and Outcomes (for inclusion in the draft RLTS)**
- Attachment 2: RLTS Review – Legislative & Policy Context**
- Attachment 3: Table of draft RLTS Vision, Objectives, Policies and Outcomes**