

**Wellington Regional Land Transport Strategy**  
**Independent Audit Report**

**Prepared for**  
**Greater Wellington Regional Council (GWRC)**

**Mein Consulting Ltd**  
**15 June 2007**

## Introduction

The purpose of this report is to comment on the statutory compliance of the Wellington Regional Land Transport Strategy (RLTS) prepared by the Greater Wellington Regional Council (GWRC). It forms part of an independent audit of the Wellington RLTS, as required under section 175 (2) p of Land Transport Act 1998 (LTA).

This report specifically addresses the extent to which the process and content of the RLTS meet the statutory requirements for RLTS preparation, as contained in the LTA and the Land Transport Management Act 2003 (LTMA). It is based on documents reviewed and discussions held throughout the period of RLTS preparation, and builds on earlier comments provided to GWRC, including a memo dated 16 October 2006 which commented on the content of the Draft RLTS.

The comments in this report are based on the revised RLTS document contained in Attachment 1 to report 07.324 to the Hearings Subcommittee dated 24 May 2007. The report also takes into account a review of subsequent amendments to the text in Chapters 4, 10 and 11 of the RLTS that have been included to address issues that I raised in a memo dated 12 June 2007.

Detailed comments on the actions that have been taken to fulfill each of the statutory requirements are set out in **Attachment A**. These follow the same sequence as the RLTS checklist that was prepared in January 2005, and reported on in my 16 October 2006 memo, but the comments have been updated where relevant to reflect more recent information, and the changes that have occurred since the Draft RLTS was notified.

## Overall Compliance

The RLTS processes and supporting material have been generally thorough and well documented, and the resulting RLTS meets almost all of its key statutory requirements. The exception to this, as has been previously noted, is the timing of the review, which did not meet the statutory deadline of November 2005. However, it is apparent that the longer timeframe for preparation of the RLTS has enabled a thorough process of stakeholder involvement.

As noted below, the redrafting of the final RLTS has resulted in the removal of much of the detail that was previously included in the Draft RLTS, into separate stand alone documents. In some cases, this has reduced the clarity of the RLTS, and it is necessary to refer to those separate documents to fully understand some of the matters that the RLTS is required to address. I have made some suggestions for improvements to the clarity of the RLTS in this regard, some of which have been incorporated into the amendments to Chapters 4, 10 and 11 identified above.

Taking these matters into account, I believe that the amended RLTS now complies with all of its statutory requirements, with the exception of the obligation under section 108 (2) (a) of the LTMA to renew the RLTS within 2 years of the passage of the LTMA.



























