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Committee Regional Transport Committee  
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## Proposed targets for the draft Regional Land Transport Plan 2015

### 1. Purpose

To outline the proposed measures and targets for inclusion in the draft Regional Land Transport Plan 2015 (RLTP) for consideration and agreement by the Committee.

### 2. Background

Amendments to the Land Transport Management Act 2003 in June 2013 require a RLTP to be developed by April 2015. This replaces the existing Regional Land Transport Strategy (RLTS) and Regional Land Transport Programme.

The new Wellington RLTP will consist of two key parts:

- a ‘policy framework’ (including measures and targets); and
- the regional programme of proposed land transport activities (covering a six year period), together with a ten year financial forecast.

It is a statutory requirement to include measures with a 10 year outlook, and to outline how monitoring will be carried out. Monitoring and reporting against a set of targets will assist the Committee in assessing how the RLTP is being implemented.

The framework for developing and reviewing the targets was previously discussed at a Committee Workshop in March 2014. This, and details of the results of initial scenarios, were further discussed by the Committee in May 2014.

These measures and targets have been developed and refined through a number of Regional Transport Advisory Group (TAG) meetings in July and a Committee Workshop on 12 August.

The proposed public transport targets have also been discussed with Greater Wellington Regional Council (as the manager and a funder of public transport services) at a workshop in August.

### **3. Proposed targets**

The draft RLTP 2015 vision for the region is:

*'To deliver a safe, effective and efficient land transport network that supports the region's economic prosperity in a way that is environmentally and socially sustainable'*

The draft RLTP includes eight key strategic objectives that support the delivery of the vision and focus on key subject areas.

The draft strategic objectives previously considered by the Committee are:

- a high quality, reliable public transport network.
- a reliable and effective strategic road network.
- an effective network for the movement of freight.
- a safer system for all users of our regional transport network.
- an increasingly resilient transport network.
- a well-planned and integrated transport network.
- an attractive and safe walking and cycling network.
- an efficient and optimised transport system that minimises the impact on the environment.

Under each strategic objective are a number of specific outcomes. Targets have been developed for each outcome. The proposed measures and targets are the means by which we will monitor our progress and performance against the strategic objectives and outcomes.

#### **3.1 How the proposed targets have been developed**

The proposed measures and targets have been developed using data gathered from a number of sources:

- a review of the targets and measures contained in the current RLTS and RLTP was undertaken, guided by factors such as whether the current targets are achievable, whether they are measurable, whether they are related to the outcomes and whether our work can influence progress.
- historical data showing trends through time (some based on the New Zealand Census) that can be used to help forecast future trends.
- the Wellington Regional Transport Strategy Model (WTSM), where a set of assumptions relating to factors such as forecast population growth, proposed infrastructure projects and future fuel prices are used to generate future forecasts relating to public transport and highway demand.

The following key assumptions form the 2025 ‘expected future’ upon which the recommended targets are based:

- major State Highway projects, including the Roads of National Significance and Petone to Grenada, are completed.
- Bus Rapid Transit (BRT) is implemented, along with rail package ‘RS1’, the optimisation of Golden Mile and further bus priority measures.
- regional population growth of around 7-8% out to 2025.
- residential growth is likely to be concentrated in and around Wellington CBD and on the Kapiti Coast, potentially favouring active modes and public transport.
- ‘high’ fuel price forecasts<sup>1</sup>, continued constrained parking availability in Wellington, with the cost of parking increased at above-inflation rates
- modest public transport fare increases resulting in the cost of travelling by public transport decreasing relative to the cost of driving.

This expected future is one view of the future, made using a certain set of assumptions, with outcomes dependent upon a number of dependencies.

Targets related to this ‘expected’ future are all considered challenging as they are dependent upon the delivery of numerous infrastructure projects and policy objectives.

### 3.5 Proposed targets

The proposed targets are described in **Attachment 1**.

The proposed targets are summarised in a consistent format for each of the strategic objectives as follows:

Strategic Objective			
Outcome Area	Measure and data source	Baseline (2013 unless otherwise stated)	Recommended Target (2025 unless otherwise stated)

Some further work is required to establish a baseline for some targets, although this will not affect the recommended target in such instances.

The Resilience targets are still being worked through with the relevant agencies, and these will be further considered by TAG and brought back to the Committee prior finalising the draft RLTP.

## 4. Communication

When agreed, the targets will be included in the draft RLTP for consultation in January / February 2015 following the adoption of the draft RLTP as the basis

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<sup>1</sup> Sourced from Ministry of Business, Innovation and Employment fuel price forecasts

for public consultation. Any changes to the proposed targets would be incorporated into the final RLTP prior to adoption in April 2015.

## 5. The decision-making process and significance

Officers recognise that the matters referenced in this report may have a high degree of importance to affected or interested parties. The matter requiring decision in this report has been considered by officers against the requirements of Part 6 of the Local Government Act 2002 (the LGA). Part 6 sets out the obligations of local authorities in relation to the making of decisions.

### 5.1 Significance of the decision

Part 6 requires Greater Wellington Regional Council to consider the significance of the decision. The term ‘significance’ has a statutory definition set out in the LGA.

Officers have considered the significance of the matter, taking the Council's significance policy and decision-making guidelines into account. Officers recommend that the matter be considered to have low significance.

The subject matter of this report, namely the proposed RLTP targets and measures, amends and updates existing Council policy without significantly changing the content or purpose of that policy. Any variations to the RLTP resulting from the application of the proposed amended policy will be considered at future meetings of the Committee.

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

## 7. Recommendations

*That the Committee:*

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Agrees the proposed RLTP targets as set out in Attachment 1 for inclusion in the draft Regional Land Transport Plan 2015.*
4. *Notes that further work will be undertaken to test and refine the proposed RLTP Resilience targets, as set out in Attachment 1, prior to their inclusion in the draft Regional Land Transport Plan 2015.*

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**Attachment 1: Regional Land Transport Programme proposed targets**