

Report 2016.49
Date 16 February 2016
File CCAB-8-408

Committee Council
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Regional Public Transport Plan 2014: Compliance review with the Regional Land Transport Plan

1. Purpose

This report seeks to confirm that no changes are required to the Regional Public Transport Plan 2014 (PT Plan) following adoption of the Regional Land Transport Plan in 2015.

2. Consideration by Committee

The matters contained in this report were considered by the Sustainable Transport Committee (Committee) at its meeting on 16 February 2016 (Report 16.16 refers). The recommendations of this report were endorsed by the Committee for the Council's consideration and decision.

3. Background

The PT Plan was adopted by Council in June 2014. In April 2015, Council adopted the Wellington Regional Land Transport Plan 2015.

The Land Transport Management Act 2003 (section 126) requires that a regional public transport plan “must be reviewed and, if necessary, renewed or varied at the same time as, or as soon as practicable after, the public transport service components of a regional land transport plan are approved or varied”.

This review has now been completed. This report summarises the review and concludes that no changes to the PT Plan are required specifically because of the Regional Land Transport Plan adoption.

4. Comment

The Regional Land Transport Plan was adopted less than a year after the PT Plan, and as such was prepared to be consistent with drafts of the Regional Land Transport Plan. A section-by-section analysis of the PT Plan was undertaken by officers after the Regional Land Transport Plan was adopted (Attachment 1). The analysis confirms consistency between both plans, and as

such no changes to the PT Plan are required because of the Regional Land Transport Plan adoption. The analysis was reviewed by relevant officers of the NZ Transport Agency in late 2015¹, concurring with the conclusion that no changes were required to the PT Plan because of adoption of the Regional Public Transport Plan.

5. The decision-making process and significance

Officers recognise that the matters referenced in this report may have some degree of importance to affected or interested parties.

5.1 Local Government Act Obligations

The matters requiring decision in this report have been considered by officers against the requirements of Part 6 of the Local Government Act 2002 (the Act). Part 6 sets out the obligations of local authorities in relation to the making of decisions. It requires Greater Wellington Regional Council to consider the significance of the decision. The term “significance” has a statutory definition set out in the Act.

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

While the PT Plan itself is significant and has undergone extensive consultation with operators, key stakeholders and the general public, the review (especially as it has resulted in a finding that no changes are necessary) is not considered significant.

5.2 PT Plan Significance Policy

Any review of the PT Plan also must consider the significance policy set out in Section 6.1 of the PT Plan. In this case, the significance policy is not triggered as no change to the PT Plan is proposed.

5.3 Engagement

Engagement on the matters contained in this report aligns with the level of significance assessed. In accordance with the significance and engagement policy, no engagement on the matters for decision is required.

6. Recommendations

That Council:

- 1. **Receives** the report.*
- 2. **Notes** the content of the report.*
- 3. **Confirms** that no changes are required to the PT Plan as a result of the adoption of the Regional Land Transport Plan in 2015.*

¹ Email from officers from the Planning and Investment Office of the NZ Transport Agency, 19 November 2015.

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Attachment 1: Comparative analysis of PT Plan and Regional Land Transport Plan