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Committee Regional Transport Committee
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RTC submission on the Draft Government Policy Statement on Land Transport 2018

1. Purpose

To seek the Committee's approval for a submission being made to the Ministry of Transport on the Draft Government Policy Statement on Land Transport 2018.

2. Background

The Government Policy Statement on Land Transport (the GPS) details the government's results and priorities for the land transport sector and is a requirement of the Land Transport Management Act 2003 (LTMA).

The GPS describes the outcomes the government expects to achieve from its investment in land transport through the National Land Transport Fund (the Fund) over the next 10 years. It sets out how it will achieve these outcomes through investment in certain areas known as activity classes (such as State highway maintenance, road policing, local roads and public transport), how much revenue will be provided and how the revenue will be raised.

In this way, the GPS influences decisions on how the Fund is invested by the NZ Transport Agency. It also guides local government and the NZ Transport Agency on the type of activities that should be included in Regional Land Transport Plans and the National Land Transport Programme.

The GPS sets aside money to:

- Maintain the existing transport network
- Improve the land transport network through investing in roads, in public transport services and in walking and cycling initiatives
- Deliver specific objectives including lifting economic growth and productivity, improving safety and improving preparedness for events like the Canterbury and Kaikoura earthquakes.

A new GPS is released every three years. The next GPS will come into force on 1 July 2018 and cover the ten-year period 2018/19-2027/28 (GPS 2018). The GPS is usually released 6-12 months ahead of when it takes effect, so the NZ Transport Agency and local government can use it in their planning.

Submissions are currently being sought on the Draft Government Policy Statement on Land Transport 2018 (Draft GPS 2018).

The strategic priorities of the Draft GPS 2018, continued from GPS 2015, are:

- Economic growth and productivity – increased focuses on high growth urban areas, freight, regional improvements and resilience
- Road safety – in accordance with the Safer Journeys Strategy 2010-2020
- Value for money – provide the right infrastructure and services to the right level at the best cost.

These priorities are supported by an approach that includes:

- Technology - potential to offer different solutions to how people and goods move around New Zealand
- One-transport system – considers all transport modes (road, rail, sea, air).

Full details of the GPS are provided on the Ministry of Transport website: <http://www.transport.govt.nz/ourwork/keystrategiesandplans/gpsonlandtransportfunding>

The closing date for submissions is 5 pm Friday 31 March 2017. The draft submission and covering letter are provided as **Attachment 1** (to be tabled at the committee meeting).

3. Comment

The submission examines the intent of the Draft GPS 2018 and its application in the Wellington region. It identifies particular areas of support, as well as changes that RTC would like made to the GPS. The submission covers the following areas:

- One-transport system approach – general support for this approach but the activity class framework does not reflect this and the balance of funding is still heavily weighted towards road investment, particularly state highways.
- Uneven weighting of objectives – all six of the GPS objectives should be weighted equally; it is unclear why the two objectives concerning appropriate transport choices and mitigating effects on the environment are being given less focus.
- Resilience – greater importance needs to be placed on resilience, such as including resilience as a strategic priority and providing dedicated funding and a separate activity class for resilience activities.

- Walking and cycling – general support for the additional funding in the walking and cycling activity class, although greater emphasis is needed on walking and a better balance between urban and rural investment in this area.
- Local roads – concerns about reduced funding for local road improvements, support for increased local road maintenance but it still doesn't address the need for multi-modal network management.
- Public transport – the important role of quality public transport in supporting economic growth and optimising the transport system, particularly in urban areas, needs greater recognition and emphasis.
- Activity classes – the continuation of the 'silo' approach in the activity class framework does not support integrated or multi-modal transport planning as promoted in the GPS through the one-transport system approach; the activity classes need to provide specific funding for multi-agency programmes such as travel demand management and network optimisation activities.

4. Feedback from other forums and organisations

The RTC submission has a focus on how the Draft GPS 2018 will affect strategic region-wide transport issues as reflected in the Regional Land Transport Plan.

Some of the local authorities in the Wellington Region, including Wellington City Council and Greater Wellington Regional Council, are preparing their own submissions on the GPS reflecting the specific issues and concerns for their respective organisations.

Sharing of common issues and concerns have been facilitated through the regional Transport Advisory Group (TAG) forum (which met on 15 March) and the Transport Special Interest Group (TSIG) forum involving regional council representatives from across New Zealand (which met on 17 March). Where relevant, common issues are reflected in the RTC submission.

5. Communication

The final submission will be sent to the Ministry of Transport. No further communications are proposed.

6. 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 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.

6.1 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 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 because the decision subject of this report constitutes feedback to a consultation process, and the final decisions will be made by an external party (Ministry of Transport). A formal record outlining consideration of the decision-making process is therefore not required in this instance.

6.2 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.

7. Recommendations

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Approves the submission on the Draft GPS on Land Transport 2018*
4. *Delegates to the Chair the ability to make minor editorial amendments to the submission*

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Attachment 1: RTC Submission on the Draft GPS on Land Transport 2018 (To be tabled)