

# INFORMATION TO SUPPORT THE REGIONAL LAND TRANSPORT PLAN (RLTP) DEVELOPMENT PROCESS

## PURPOSE

Waka Kotahi NZ Transport Agency has provided additional guidance to regional councils and Regional Transport Committees (RTCs) for the development of the strategic component for their RLTPs. This is supplementary to the RLTP guidance and templates developed by the Transport Special Interest Group (TSIG) in partnership with Waka Kotahi released in December 2019. We expect to provide further guidance on programme development soon.

RLTPs are the primary documents guiding integrated land transport planning and investment within a region. RLTPs set the strategic context for the region's transport network and are a base document to be used in developing business cases. An RLTP that demonstrates a clear strategic direction will guide AMPs and RPTPs and provide the basis for alignment across these documents, telling an agreed land transport investment story by all stakeholders.

## TIMEFRAMES

The following timeframe for the development of RLTPs is indicative and may change in response to the emerging impacts of COVID-19. Waka Kotahi is working closely with TSIG to address any timeframe changes that may be needed. TSIG have recommended the following deadlines for the development of RLTPs:

INDICATIVE DATE	TIMEFRAME
September 2020	Draft RLTP strategic front end finalised
August/September 2020	Receive all draft continuous programmes from all AOs and Waka Kotahi
October 2020	Complete indicative prioritisation and moderation of all continuous programmes
October 2020	Receive all indicative improvement activities from all AOs and Waka Kotahi
November 2020	Draft RLTP programme developed and RLTP prioritisation
December 2020/February 2021	Draft RLTP consultation
March 2021	Draft RLTP finalised and RTC adoption
March 2021	Complete indicative prioritisation and moderation of all indicative improvement activities
March/April 2021	RLTP adopted by Regional Council
End of April 2021	RLTP submitted through TIO (Waka Kotahi set deadline)

## Land Transport Benefits Framework and RLTP

The Benefits Framework is being applied by Waka Kotahi to all NLTP products and processes to ensure a consistent approach to the identification and measurement of benefits for all related plans and business cases.

The Benefits Framework is enduring, mode-neutral and covers a broad range of land transport benefits valued by the community. With the Government expected to continue to focus on the delivery of specific transport outcomes in each Government Policy Statement on land transport (GPS), Waka Kotahi is developing centralised data to measure the benefits of each project during the life of the investment.

The framework consists of 12 benefits clusters and 26 benefits, supported by 52 quantitative and qualitative measures.

Where the RLTP guidance asks for the Benefits Framework to be used, applying it consistently across regions will ensure each RLTP aligns with other transport planning and investment requirements. Development of a RLTP should consider benefits early in the process as these need to be reflected in the strategic framework, 10-year priorities and monitoring framework.

It may also be appropriate for the Benefits Framework to assist in regional prioritisation processes. It is expected that high-level benefits will be identified in an RLTP, with programmes and business cases going into more detailed benefit identification and measurement. As the GPS is finalised, benefits identified in a RLTP should align with the GPS transport priorities.

A transitional approach may be used when implementing the Benefits Framework. For example, where a pre-existing benefit measurement has been used, it may be appropriate to continue to use this and also measure against a similar benefit from the new framework. This provides consistency and transparency between past and new data sets.

## GPS and RLTP

The GPS sets out the Government's strategic direction for the land transport system during the next 10 years and is updated every three years. It provides guidance on priorities for investment from the National Land Transport Fund (NLTF), and the type of activities that should be included in RLTPs and the National Land Transport Programme (NLTP). RLTPs must be consistent with the GPS. For activities to be considered for funding from the NLTF, they must be included in an RLTP, except where they are a national programme, defined as a non-State Highway activity, managed and delivered by Waka Kotahi. The GPS and RLTPs are also expected to be aligned with the Ministry of Transport's Transport Outcomes Framework.

There are 11 activity classes set out in the draft 2021–24 GPS, split into continuous and improvement programmes. These may be subject to change to update in response to COVID-19:

- Road to Zero
- Public Transport services
- Public Transport infrastructure
- Walking and Cycling improvements
- Local Road Improvements
- State Highways Improvements
- Local Roads Maintenance
- State Highways Maintenance
- Investment Management
- Coastal Shipping
- Rail Network

## National and regional policy context

RLTPs should incorporate work already included in national policy setting, where this aligns with regional aspirations and priorities. Examples of these include Arataki, mode shift plans, growth (spatial) plans and regionally significant partnerships. These have already identified some of the issues in the region and potential areas for investment. Using these will also ensure programmes

have a consistent base of information and data between regions and nationally. Where these plans and partnerships exist, Waka Kotahi can work with RTCs to incorporate this detail into the strategic context.

## Relationships between the Regional Land Transport Plans, Activity Management Plans and Regional Public Transport Plans.

In summary, RLTPs provide the regional context, setting out the problems, the and the proposed investment to address them at a regional scale. They also include the details of programmes and projects that are proposed for funding from the NLTF and as identified in the local authority Activity Management Plans (AMPs), Regional Public Transport Plans (RPTPs) and the draft Transport Agency Investment Proposal (the TAIP).

AMPs are developed to support the AOs Long Term Plans (LTPs). Along with the State Highway Activity Management Plan (SHAMP), AMPs are an important strategic input into the RLTPs. We consider an AMP, if developed in accordance with good practice, should be capable of fulfilling the business case requirements to support the case for investment in continuous programmes (road maintenance and road safety promotion), low cost, low risk improvement programmes and for AO's larger improvement activities.

RPTPs provide the evidence and support the regional council's case for investment in its public transport services. There should be line of sight between the RPTP and a regional council's equivalent to an AMP.

Both AMPs and their regional council equivalent should align with regionally agreed strategic issues and opportunities, as set out in the RLTP, and be reflected in the district/ city or regional council planning and proposed investment programme. Over the cycle of development, review and monitoring of RLTPs and AMP/RPTPs, these documents should align with the other respective documents to provide a strategic view of the region.

**NB.** The detailed criteria for the prioritisation of activities for funding from the NLTP are still in development. These will be published when the next version of the Draft GPS 2021–31 is available.

## RELATIONSHIP WITH IWI

It is vital that regional councils engage with Māori effectively during the development of their RLTP to ensure it takes into account and reflects Māori aspirations. This ensures that regional councils and Waka Kotahi can meet their collective obligations under the Land Transport Management Act (LTMA). Regional councils are well placed to undertake this role as they actively engage Māori through their processes generally with requests for iwi submissions, the establishment of Māori Advisory Committees, and targeted engagement. For the 2021–24 NLTP, Waka Kotahi will engage with Māori direct and ongoing to ensure that future transport plans take into account and reflects Māori aspirations.