

## Regional Public Transport Plan Statutory Requirements

Sections 124(a) and (b) of the Land Transport Management Act 2003 (LTMA) requires GWRC, before adopting the PT Plan, to be satisfied that this plan:

1. contributes to the purpose of the LTMA
2. has been prepared in accordance with the guidelines issued by the Transport Agency
3. is consistent with the Regional Land Transport Plan
4. has applied the principles specified in Section 115(1) of the LTMA
5. takes in to account:
  - a. the national Energy Efficiency and Conservation Strategy
  - b. policy statements and plans adopted under the Resource Management Act 1991
  - c. the public transport funding likely to be available
  - d. the need to obtain value for money, having regard to the desirability of encouraging a competitive and efficient market for public transport services
  - e. the views of public transport operators in the region.

The tables below set out the relevant matters and describe how these obligations have been met.

The PT Plan must:	Comments
<p><b>Contribute to the purpose of the LTMA</b></p> <p>The purpose of the LTMA is ‘to contribute to an effective, efficient and safe land transport system in the public interest’.</p>	<p>The PT Plan sets out objectives and policies that will contribute to the provision of an integrated system of public transport that:</p> <ul style="list-style-type: none"> <li>• provides for greater access and mobility</li> <li>• efficiently utilises existing capacity and resources</li> <li>• improves operational performance</li> <li>• grows public transport patronage</li> <li>• supports environmental and health outcomes by reducing congestion and encouraging growth in public transport mode share.</li> </ul> <p>The PT Plan includes objectives and actions to improve the safety of the public transport system.</p>
<p><b>Be prepared in accordance with the guidelines issued by the New Zealand Transport Agency (Transport Agency)</b></p>	<p>The 2013 Transport Agency guidelines for preparing regional public transport plans have been complied with in the preparation of the PT Plan. Regular meetings have been held with Transport Agency staff to review the process and proposed content of the PT Plan, and the guidelines have been used to determine the core requirements for the establishment of units within the new Public Transport Operating Model.</p>

The PT Plan must:	Comments
<p><b>Be consistent with the Regional Land Transport Plan</b></p>	<p>There will not be a Regional Land Transport Plan until 2015. In the interim, the PT Plan must take into account the Regional Land Transport Strategy (LTMA section 156(2)).</p> <p>The Wellington Regional Land Transport Strategy (RLTS) was adopted in 2010 and sets out the long-term strategic objectives and outcomes for land transport in the region. The RLTS provides the overall strategic framework for investment in the region’s land transport network and is the basis for:</p> <ul style="list-style-type: none"> <li>• Identifying, selecting and prioritising regional projects and activities</li> <li>• Monitoring actual network performance</li> <li>• Reviewing implementation and corridor plans.</li> </ul> <p>The RLTS sets out the transport vision for the region, which is:</p> <p>“To deliver an integrated land transport network that supports the region’s people and prosperity in a way that is economically, environmentally and socially sustainable.”</p> <p>The PT Plan provides for public transport services to fulfil the role of public transport as defined in section 9 of the RLTS and to contribute to the achievement of the RLTS vision.</p>

The PT Plan must apply the principles specified in Section 115(1) of the LTMA, which are:	Comments
<p>GWRC and public transport operators should work in partnership and collaborate with territorial authorities to deliver the regional public transport services and infrastructure necessary to meet the needs of passengers</p>	<p>GWRC has worked with public transport operators in the development of PTOM, and in its specific application to the Wellington public transport network. Operators were consulted in the preparation of the draft PT Plan, including on the design of the network, allocation of services to Units, and the policies, and have also submitted through the formal consultation process. The policies in the PT Plan, especially in relation to procurement reflect the ongoing commitment to a partnering approach.</p> <p>The PT Plan emphasises the importance of collaboration including between GWRC and local councils, particularly in relation to public transport infrastructure, the introduction of bus rapid transit, and accessibility.</p>
<p>The provision of public transport services should be coordinated with the aim of achieving the levels of integration, reliability, frequency, and coverage necessary to encourage passenger growth</p>	<p>A central theme of the PT Plan is the development of an integrated approach to the public transport network, with policies and actions in section 6 focusing on improving integration and reliability. Once in place, the major initiatives in the PT Plan are expected to better meet travel demands, and result in patronage growth.</p>

<b>The PT Plan must apply the principles specified in Section 115(1) of the LTMA, which are:</b>	Comments
Competitors should have access to regional public transport markets to increase confidence that public transport services are priced efficiently	The adoption of PTOM in the PT Plan, including in the way in which Units have been arranged, and the approach to competitive tendering, will provide good opportunities for competitors to access the Wellington public transport market. The PT Plan is therefore expected to deliver efficient pricing of services.
Incentives should exist to reduce reliance on public subsidies to cover the cost of providing public transport services	GWRC has adopted the PTOM approach which is intended to provide incentives for operators to improve the commerciality of services, and reduce the reliance on subsidies. In particular, the publication of PTOM “league tables” and the linking of contract performance to contract tenure will encourage operators to grow patronage and increase commerciality, thereby reducing reliance on subsidies.
The planning and procurement of public transport services should be transparent	GWRC has adopted a clear and transparent process for planning and procuring services, which is reflected in the public consultation undertaken as part of the service review process and in the procurement policies outlined in section 5. GWRC will carry out an open, fair and transparent process to procure new contacts in order to ensure best value for money for customers, ratepayers and taxpayers, as well as to establish effective commercial partnering relationship between GWRC and public transport operators.

The PT Plan must take into account:	Comments
<p><b>The National Energy Efficiency and Conservation Strategy</b></p>	<p>The RLTS includes an evaluation of the National Energy Efficiency and Conservation Strategy (EECS 2007) and has the strategy’s transport objectives in the RLTS vision, objectives and outcomes.</p> <p>The EECS 2007 has since been updated, and the National Energy Efficiency and Conservation Strategy 2011-2016 (EECS 2011) sets out objectives and policies to improve energy intensity and support greater levels of investment in renewable energies. The EECS 2011 sets an objective of a more energy efficient transport system, with a greater diversity of fuels and renewable energy technologies.</p> <p>The PT Plan will contribute to this aim by ensuring a more effective and efficient public transport network, with particular actions to:</p> <ul style="list-style-type: none"> <li>• design an efficient public transport network which minimises route duplication</li> <li>• continue to provide an electric rail network for urban services</li> <li>• improve energy efficiency of public transport service delivery by: <ul style="list-style-type: none"> <li>– ensuring operators provide high quality, low emission vehicles complying with environmental standards</li> <li>– improving the fuel efficiency of the bus fleet over time, moving towards an electric bus fleet for Wellington with a transitional stage of diesel-hybrid buses</li> <li>– replacing the Ganz Mavag trains with Matangi</li> <li>– investigating new technologies to enable regular and real-time monitoring of vehicle performance</li> <li>– ensuring that vehicles are well maintained.</li> </ul> </li> </ul>

<b>The PT Plan must take into account:</b>	Comments
<b>RMA policy statements and plans</b>	<p>The Regional Policy Statement (RPS), Regional Plan and local authority district plans have been considered in preparing this PT Plan. The RPS sets out the framework and priorities for managing the region’s resource in a sustainable way. The RPS gives effect to National Policy Statements, and regional and district plans and the RLTS are required to give effect to the policies of the RPS.</p> <p>These plans contain a range of policies and provisions that encourage mutually supportive land-use and public transport development. The RPS emphasises the importance of land-use planning in managing demand for travel and supports connectivity between and within settlements to optimise walking, cycling and public transport. It also provides for a transit oriented and energy efficient urban design approach and principles that support improved access to frequent and reliable public transport services especially along corridors with high demand.</p> <p>These requirements support the policies and actions in the PT Plan, in particular the integrated approach to the planning and provision of public transport services, the development of the layered service hierarchy and network of core services, and the integration of public transport with walking and cycling.</p>
<b>Available funding</b>	<p>The public transport funding likely to be available has been a key consideration in preparing this RPTP. The funding likely to be available for public transport is identified in the Government Policy Statement on Land Transport Funding and in council Long Term Plans. This PT Plan has been prepared in line with the financial forecasts prepared as part of the GWRC Long Term Plan 2012-22 and the development of the next Regional Land Transport Plan. Where projects are not funded in the current plans, this is identified in the PT Plan.</p>
<b>Value for money and competition</b>	<p>In preparing the PT Plan, GWRC has taken account of the need to obtain the best value for money having regard to the desirability of encouraging a competitive and efficient market for public transport services. The policies and actions in this RPTP focus on the opportunities for public transport operators to compete fairly in an efficient market within the limits of existing resources. GWRC will carefully monitor the transition to the new operational units to ensure that the market is competitive and delivers maximum value for the money spent.</p>
<b>Views of public transport operators</b>	<p>The views of public transport operators have been considered in the preparation of the PT Plan. Specific operator feedback has been sought from incumbent and potential public transport operators on the proposed future network, the arrangement of the operational service units and the proposed policies to apply to those units and services. Incumbent and potential operators also made formal submissions to the PT Plan.</p>

<b>The PT Plan must take into account:</b>	Comments
<b>Consideration of the needs of persons who are transport disadvantaged</b>	The provision of travel options and access to basic community activities for all members of the community is one of the key social benefits of the public transport system. While the provision of a comprehensive network of public transport services goes a long way towards the access needs of the transport disadvantaged, appendix 4 of the PT Plan outlines specific initiatives that will assist the transport disadvantaged