



Future Proof Submission on
The Land Transport Management Amendment Bill 2012

October 2012

To:

Committee Secretariat
Transport and Industrial Relations Committee
Select Committee Office
Parliament Buildings
WELLINGTON 6011

Name of Submitter:

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Submission:

This is a submission by the Future Proof Implementation Committee on the **Land transport Management Amendment Bill**. The content of the submission follows overleaf. We would like the opportunity to speak to the Committee in support of our submission. If others make similar submissions Future Proof would be prepared to consider presenting a joint case with them at the hearing.

Signed:



Bill Wasley
Independent Chair
Future Proof Implementation Committee

Summary

This submission to the Land Transport Management Amendment Bill 2012 is made on behalf of the Future Proof Implementation Committee. The Future Proof Strategy is a 50-year strategic direction and implementation plan for the Future Proof sub-region which is made up of the territorial areas of Hamilton City, Waipa District and Waikato District.

Future Proof supports the general intention to review the Land Transport Management Act 2003 with the purpose of simplifying the planning and funding framework and streamlining the process for assessing toll road schemes.

Future Proof does have concerns relating to four main areas: the Regional Land Transport Plan, Planning Horizons, the need for a strategic direction for transport, and funding. In short, our concerns are:

- The 10 year timeframe of the regional land transport plan. This needs to be 30 years given the long-term nature of transport infrastructure and the need to take a sufficiently long-term view in order to achieve good integrated planning outcomes.
- The weakening of the relationship between the LTMA and the RMA. In particular, that a regional land transport plan only has to take account of an NPS, RPS and there is no longer any requirement to take account of district plans. It is imperative that the regional land transport plan and RPS in particular are consistent with one another. This facilitates land use and transport integration as both need to have a complementary strategic approach. Future Proof is also particularly concerned about the removal of section 76(g) – which provides a link to Section 30(1)(gb) of the RMA thereby connecting transport planning through the RLTS and land use planning under the RMA.
- Future Proof supports the general notion of incorporating the RLTS and the RLTP into one document being the Regional Land Transport Plan. However, as currently drafted the regional land transport plan lacks a strategic focus. Future Proof would like to see the strategic elements of regional land transport strategies carried through into the content requirements for the new regional transport plans.

- The Government Policy Statement needs to become a more strategic document and also cover a 30 year period with 3 yearly reviews. If the Government Policy Statement on land transport is not going to become a strategic document then provisions for developing a National Land Transport Strategy need to be reinstated.
- The removal of regional fuel tax. This should be reinstated in order to ensure there are alternative funding sources available to fund the transport infrastructure necessary to support Upper North Island growth, the RLTS/RLTP and the Future Proof Strategy.

A summary of Future Proof's submission and the specific changes we would like to see made to the Bill are provided in Table 1 overleaf. Future Proof has also made some specific drafting suggestions to give effect to this submission. This is contained in **Appendix 1**.

Please note that although this submission has been circulated to the Future Proof partners for consideration and feedback, it has not yet been formally adopted through the committee process due to the timeframes involved.

The submission is to be considered and adopted retrospectively at the 12 December 2012 Future Proof Implementation Committee meeting. We will advise you after this meeting if the Committee makes any changes to its submission.

Table 1: Summary of Proposed Future Proof Amendments to the LTMA Bill

LTMA Bill Reference	Scope of Amendment	Reason
Regional Land Transport Plans		
Clause 14	Change the period covered by the Regional Land Transport Plan from 10 years to 30 years.	A 10 year timeframe is not sufficient to adequately consider transport objectives and projects. Transport infrastructure is by its nature long-term. A 30 year view helps regions to achieve better long-term integrated planning outcomes by considering land use and transport over a reasonable time period. It also helps to ensure planning occurs ahead of actual need and provision.
Clause 14	Require Regional Land Transport Plans to be consistent with national policy statements and regional policy statements.	“Take into account” is much weaker than “consistent with” and will not ensure consistency between the documents. It is imperative that the regional land transport plan and RPS in particular are consistent with one another. This facilitates land use and transport integration as both need to have a complementary strategic approach. Unless the documents are aligned, transport and land use will head in different directions.
Clause 14	Require Regional Land Transport Plans to take into account any relevant district plans.	District Plans are an important planning tool that gives statutory effect to land use as well as anchoring transport outcomes. District Plans are an important part of the planning toolkit and from an integration perspective it is important that the regional land transport plan take these documents into account.

Clause 14	Require Regional Land Transport Plans to take into account the relevant regional council's function under section 30(1)(gb) of the Resource Management Act 1991 to consider the strategic integration of transport infrastructure with land use through objectives, policies, and method.	This section is a critical link between transport planning through the RLTS and land use planning under the RMA. This section of the RMA has been responsible for much more effective integrated planning outcomes. It is imperative that this link is maintained.
Clause 16	Reinstate the strategic elements of regional land transport strategies for Regional Land Transport Plans, namely: <ul style="list-style-type: none"> ▪ inter-regional and intra-regional transport outcomes relevant to the region; and ▪ the strategic options for achieving those outcomes; and ▪ a statement of any relevant regional economic or land-use considerations, and the likely funding of any land transport infrastructure associated with those considerations; and ▪ a demand management strategy; and ▪ an assessment of the appropriate role for each land transport mode in the region; and ▪ an assessment of the role of education and enforcement in contributing to the land transport outcomes; and ▪ a statement that identifies any strategic option for which co-operation is required with other regions; and ▪ measurable targets to be achieved to meet the outcomes of the regional land transport plan. 	The recommended amendment reinstates the strategic elements of the RLTS which Future Proof submits should be carried into the content requirements for new regional land transport plans. It is imperative that there is a long-term strategic direction for transport. No other document can provide this. Therefore it is essential that the regional land transport plan contain a strategic focus.
Planning Horizons		

Clause 68	Change the timeframe of the GPS from 10 years to 30 years.	This aligns with the Future Proof recommendation that regional land transport plans cover a period of 30 years. Transport planning requires a long-term view and 10 years is not sufficient to allow for a full consideration of national transport objectives and needs. A 30 year view will achieve better long-term integrated planning and economic outcomes by considering land use and transport over a reasonable time period.
Providing a Strategic Direction for Transport		
Clause 68	Make the GPS more strategic in focus	The GPS is transport investment focussed and is not very different from the current GPS on land transport funding. It is not a strategically focussed document so will not fulfil the role of providing a nationally strategic direction on land transport.
Clause 54	If the GPS is not going to become more strategic in focus then the provisions relating to a national land transport strategy should be reinstated.	It is important that there is a national strategic direction for transport. Either the provisions allowing for a National Land Transport Strategy need to be reinstated and acted on, ie an NLTS needs to be developed and implemented, or the GPS needs to become a much more strategic document which sets out objectives and policies pertaining to land transport over a 30 year period.
Funding		
Clause 53	Reinstate the provisions relating to regional fuel tax.	This should be reinstated in order to ensure there are alternative funding sources available to fund the transport infrastructure necessary to support Upper North Island growth, the RLTS/RLTP and the Future Proof Strategy.

1.0 Introduction

- 1.1 This is a submission by the Future Proof Implementation Committee (“FPIC”), the governance group responsible for implementation of the Future Proof Growth Strategy. The FPIC includes representatives from the Waikato Regional Council, Hamilton City Council, Waipa and Waikato District Councils as well as Tāngata Whenua.
- 1.2 The Future Proof Strategy is a 50-year strategic direction and implementation plan which was adopted by the Strategy partners on 30 June 2009. Future Proof is currently in the implementation phase. Future Proof takes a strategic, integrated approach to long term planning and growth management.
- 1.3 This submission on the Land Transport Management Amendment Bill (“the Bill” or “LTMA Bill”) mainly centres on the integrated planning and funding aspects of the Bill as this is of most interest and significance to Future Proof Strategy implementation.

2.0 The Future Proof Strategy

The Future Proof Sub-Region

- 2.1 The ‘sub-region’ refers to the administrative areas of the territorial authorities of Hamilton City Council, Waipa District Council, and Waikato District Council, and is an area of rapid population and development growth. The Waikato region is the 4th largest in New Zealand. The Waikato region is part of the ‘golden triangle’ that is Auckland, Waikato and the Bay of Plenty. The golden triangle is expected to contain 53% of the nation’s population by 2031 and account for over half of New Zealand’s total economic activity.
- 2.2 The Future Proof sub-region is the growth hub of the Waikato region. It is projected that the Future Proof sub-region will contain 96% of the entire Waikato region’s population growth out to 2026.

2.3 Development of the Future Proof Strategy began as a result of:

- Community concerns about the lack of collaboration and leadership in the management of growth across territorial boundaries in the sub-region.
- Land Transport New Zealand (now, the NZTA) concerns about the lack of integrated land use and transport planning in this area.
- An awareness of the need to inform the Waikato Regional Policy Statement and the Waikato Regional Land Transport Strategy documents.
- An increasing recognition of the region's role in the "golden triangle" that is Auckland, Waikato and the Bay of Plenty regions.

2.4 The Strategy seeks to provide a consistent knowledge base and vision for its partner councils and other agencies in order to plan for, and sustainably manage growth in an integrated manner. Specifically the Strategy provides a framework for co-operatively managing growth and setting goals for future implementation. This allows the costs and resources required to fund and manage infrastructure such as transport, wastewater, stormwater, recreation and cultural facilities to be identified and provided for.

Strategy Features

2.5 The key features of the Future Proof Strategy are:

- A focus on providing well designed, sustainable and affordable housing and lifestyle choices;
- Increased densities in new residential development and more intensive redevelopment of some existing urban areas to reduce the need for car dependency;
- Hamilton City being a vibrant and lively place where people want to live, work and play;
- Thriving business centers in the sub-region's towns providing local housing and employment options along with a range of social and recreational activities;
- Development directed away from hazard areas;
- Green spaces (i.e. wildlife habitats, public open space and farmland) between settlements;

- Planning focused on resilience of communities and infrastructure while moving towards highly energy efficient devices and low carbon emissions;
- Protection of future infrastructure corridors, energy generation sites and mineral deposits;
- Protection of versatile and productive farmland by directing rural-residential and residential development and business land closer to towns and villages. This will also assist in reducing reverse sensitivity issues;
- Identification, planned maintenance and enhancement of biodiversity areas, clusters and corridors;
- Integrated transport and land-use planning;
- The values, principles, aspirations, role, responsibility and place of tāngata whenua in the sub-region;
- Development of key transport corridors; and
- Recognition of and support for protection of strategic nationally and regionally important service and businesses.

Transport and Funding

2.6 A major challenge for the sub-region is the need to achieve integration between land use and transport. This is currently being done at a strategic level through the Proposed Waikato Regional Policy Statement (“Proposed RPS”) and the Waikato Regional Land Transport Strategy (“Waikato RLTS”). The Proposed RPS sets the land use policy and anchors the Future Proof settlement pattern. The Waikato RLTS is heavily reliant on the Proposed RPS providing this land use pattern. The land use and staging contained in the Proposed RPS are intended to tie in with the provision and funding of transport infrastructure. The relationship between these two documents is therefore key component of effective strategy implementation.

2.7 Transport is the most significant area of infrastructure provision for the sub-region. The Future Proof Strategy recognises that transport has a strong influence on urban form. Development of the transport network has a close relationship to future land use patterns, and they need to be planned in an integrated way.

- 2.8 Future Proof contains a number of transport approaches supported by actions under the guiding principle of 'Affordable and Sustainable Infrastructure'. The Waikato RLTS is viewed as a critical implementation tool for Future Proof Strategy implementation, as well as a principal integrated planning document along with the Regional Policy Statement.
- 2.9 Future Proof supports the use of a variety of funding sources and mechanisms in order to implement the transport infrastructure necessary to support Upper North Island growth and growing the economy, the Waikato RLTS and RLTP, and the Future Proof Strategy.

3.0 The Importance of the Land Transport Management Act

- 3.1 There are three key planning statutes in New Zealand – the Land Transport Management Act 2003 (LTMA 2003), the Resource Management Act 1991(RMA 1991), and the Local Government Act 2002 (LGA 2002). These three pieces of legislation contain key provisions and documents which help to integrate transport and land use planning.
- 3.2 The LTMA 2003 is very important for growth strategies and spatial plans such as Future Proof. It is a key part of the implementation toolkit and the integrated planning approach.
- 3.3 As a result of the 2008 amendments to the LTMA, the linkage between that Act and the RMA 1991 is currently much stronger than was previously the case. The LTMA 2003 recognises the inter-relationship between transport and land use and contains a number of provisions which mandate and encourage better integration between transport and land use.
- 3.4 The LTMA 2003 contains a number of documents and processes that require consideration of land use matters. There is an explicit link between land use planning under the RMA 1991 (national and regional policy statements, and regional plans) and transport planning under the LTMA 2003 (regional land transport strategies). This linkage has been essential from an integrated planning perspective.

3.5 Future Proof is very concerned that the amendments proposed to the LTMA will dilute this linkage and as a result will hinder integrated planning outcomes and achieving good economic outcomes for the sub-region and wider regional economy.

4.0 The Land Transport Management Amendment Bill

- 4.1 Future Proof supports the general intention to review the Land Transport Management Act 2003 (LTMA) with the purpose of simplifying the planning and funding framework and streamlining the process for assessing toll road schemes.
- 4.2 Future Proof does have concerns relating to four main areas: the Regional Land Transport Plan, Planning Horizons, the need for a strategic direction for transport, and funding. These concerns are outlined in further detail below.
- 4.3 Specific drafting amendments are provided in **Appendix 1** to this submission.

Regional Land Transport Plan

- 4.4 Future Proof supports the general notion of incorporating the RLTS and the RLTP into one document – the Regional Land Transport Plan. However, we are concerned that the strategic function currently fulfilled by the RLTS has been lost in the amendments.
- 4.5 It is imperative that there is a long-term strategic direction for transport. No other document can provide this. Spatial plans could potentially include a strategic direction for transport, however this has not yet been mandated in legislation. There needs to be a strategic document for transport which has legislative backing. Otherwise transport objectives will not be given weight when it comes to other processes, particularly land use planning under the RMA 1991.
- 4.6 Strategies like Future Proof can assist with providing a strategic framework for transport. However such strategies are usually more focused on general growth principles with a particular emphasis on land use. Future Proof relies on the Waikato Regional Land Transport Strategy to set the direction for transport. The Future Proof principles and policies, and the settlement pattern, then integrate with this direction. Likewise, the RLTS relies on Future Proof to set the direction for land use.

- 4.7 The Regional Land Transport Plan proposed in the Bill is short term in focus as it only covers a period 10 years. This is problematic given the long-term nature of transport infrastructure. It is noted that the development of the Waikato Expressway has taken over 25 years from conception to construction and it will still be some years before it is fully completed. This is similar to other significant projects in other regions. Without the strategic direction being well documented and given effect to in strategy documents it will be difficult for long term initiatives to be anchored and supported over long periods of time.
- 4.8 There needs to be a long-term strategic document for transport. The proposed amendments to the LTMA effectively remove the RLTS and replace it with a plan which lacks a high-level strategic view. This will leave a strategic policy vacuum as currently there is no other document that can provide this direction at a regional level with legislative backing.
- 4.9 Future Proof is very concerned about the removal of a number of key elements that were either core requirements or part of the form and content of an RLTS, in particular:
- The reduction in timeframe from 30 years to 10. A 10 year timeframe is not sufficient to adequately consider transport objectives and projects. Transport infrastructure is by its nature long-term. A 30 year view helps regions to achieve better long-term integrated planning outcomes by considering land use and transport over a reasonable time period. It also helps to ensure planning occurs ahead of actual need and provision.
 - The requirement for an RLTS to be consistent with an NLTS, NPS, RPS or regional plan has now been changed to the weaker 'take into account'. This dilutes the relationship between the LTMA and the RMA. It is imperative that the regional land transport plan and RPS in particular are consistent with one another. This facilitates land use and transport integration as both need to have a complementary strategic approach. The significant risk of requiring regional land transport plans to only 'take into account' a regional policy statement is that there will be a policy disconnect between LTMA documents and RMA land use policies and plans. Unless the documents are aligned, transport and land use will head in different directions.

- The RLTS is required to take into account district plans. A regional land transport plan no longer has to have any regard to these documents. Again, this further dilutes the relationship between the LTMA and the RMA and as a consequence the relationship between transport and land use planning. District Plans are an important planning tool that gives statutory effect to land use as well as anchoring transport outcomes (eg designations, transport assessments, ensuring that land use does not compromise key routes). District Plans are an important part of the planning toolkit and from an integration perspective it is important that the regional land transport plan take these documents into account.
- The removal of section 76(g) - *the need to take account of the relevant regional council's function under section 30(1)(gb) of the Resource Management Act 1991 to consider the strategic integration of transport infrastructure with land use through objectives, policies, and methods*. This section is a critical link between transport planning through the RLTS and land use planning under the RMA. Section 30(1)(gb) of the RMA supports regional councils, mainly through regional policy statements, in taking a strategic role in terms of integrating infrastructure and land use. This section of the RMA has been responsible for much more effective integrated planning outcomes. It is imperative that this link is maintained.
- The removal of reference to inter and intra-regional outcomes and co-operation with other regions (section 77(a) and (i) of the LTMA). These inter and intra-regional factors do not appear to have been picked up anywhere in the Bill. This is of concern given the increased focus on inter-regional planning, particularly for transport. There is a lot of emphasis on the Upper North Island at present given the significant role it plays in New Zealand's economy. Having a legislative mandate for considering inter-regional transport outcomes is a key part of being able to undertake and implement the valuable work that is currently being undertaken in relation to the Upper North Island.
- The removal of section 77(d) – *a statement of any relevant regional economic or land-use considerations, and the likely funding of any land transport infrastructure associated with those considerations*. This section of the LTMA is pivotal in allowing regional land transport strategies to consider long-term land use and the associated infrastructure requirements. It means that regions can take a long-term view of land use and transport infrastructure and

effectively plan ahead in terms of what the likely needs are going to be over a 30 year period. This allows the costs to be identified and funding to be considered at the earliest opportunity.

- The removal of other key sections such as the requirement for a demand management strategy and a consideration of the role of each transport mode is also of concern. It is important that regional transport considers all transport modes in a balanced manner. Demand management strategies have also been an effective tool for introducing measures which seek to reduce the impact on the roading network by encouraging either less car travel or the use of alternative modes. This also helps to implement key land use strategies such as achieving a more compact urban form, supporting urban areas by providing opportunities for public transport, walking and cycling, and ensuring that all communities have access to transportation.
- The removal of measurable targets to be achieved to meet the outcomes of the strategy. Targets help to ensure that the objectives, policies and measures are being met. Otherwise there is no requirement to measure and monitor how effective the strategy is.

4.10 In summary, Future Proof is of the view that a regional land transport plan should be required to be “consistent with” an NPS, RPS and regional plans, not just taken them into account. The requirement to take into account district plans should be reinstated. The strategic elements of the RLTS which Future Proof submits should be carried into the content requirements for new regional land transport plans include:

- requirement for a 30 year planning horizon (section 73(1) of LTMA);
- the need to take account of the regional council’s function under section 30(1)(gb) of the RMA to consider the strategic integration of transport infrastructure with land use (section 76(g) of LTMA);
- the requirement to consider inter-regional and intra-regional outcomes relevant to the region any strategic option for which co-operation is required with other regions to enhance integrated land use and transport planning and to support wider spatial planning processes such as the UNISA collaboration (sections 77(a) and 77(i) of LTMA);

- a statement of any relevant regional economic or land-use considerations, and the likely funding of any land transport infrastructure associated with those considerations (section 77(d) of LTMA);
- the requirement to include a demand management strategy (section 77(e) of LTMA) and an assessment of the appropriate role for each land transport mode in the region (section 77(f) of LTMA); and
- the inclusion of measurable targets to be achieved to meet the outcomes of the regional land transport strategy (section 77(k) of LTMA).

Planning Horizons

4.2 The three significant transport planning documents are noted below along with their proposed timeframes:

- Regional Land Transport Plan (“RLT Plan”) – 10 years with a 3 yearly review
- National Land Transport Programme (“NLTP”) – 3 years
- Government Policy Statement (“GPS”) – 6 years

4.3 All three documents have different timeframes. There needs to be much better alignment between the planning horizons.

4.4 Future Proof submits that the RLT Plan should cover a period of 30 years with provision for 3 yearly reviews. Transport planning requires a long-term view. Most significant transport projects have substantial planning and lead-in times before they get to the construction phase. As noted earlier, the development of the Waikato Expressway has taken over 25 years from conception to construction and it will still be some years before it is fully completed. It is a similar situation for most other Road of National Significance projects, eg the Western Ring Route in Auckland, Tauranga Eastern Link and the Wellington Northern Corridor. These types of projects would struggle to be advanced if a shorter time horizon is adopted.

4.5 The Government Policy Statement needs to become a more strategic document and also cover a 30 year period with 3 yearly reviews. Otherwise there is no alignment between the planning

timeframes of the three key documents. If the Government Policy Statement on land transport is not going to become a strategic document then provisions for developing a National Land Transport Strategy need to be reinstated as outlined below under 'Providing a Strategic Direction for Transport'.

- 4.6 The LTMA Bill represents an opportunity to provide for some long term thinking in terms of transport, and by association, land use planning. A reactive and short term approach to land use and transport planning has not served this country well. We have now realised the significant benefits that can be gained from taking a long term and integrated approach to transport, land use and funding. This long term approach can only be achieved if the RLT Plan and the GPS have 30 year horizons.

Providing a Strategic Direction for Transport

- 4.7 The LTMA Bill removes the sections pertaining to developing a National Land Transport Strategy. The Bill proposes that the GPS on Land Transport will fulfil this national strategic function. However, as currently drafted this is not the case. The GPS is transport investment focussed and is not very different from the current GPS on land transport funding. It is not a strategically focussed document so will not fulfil the role of providing a nationally strategic direction on land transport.
- 4.8 Future Proof submits that either the provisions allowing for a National Land Transport Strategy need to be reinstated and acted on, ie an NLTS needs to be developed and implemented, or the GPS needs to become a much more strategic document which sets out objectives and policies pertaining to land transport over a 30 year period.

Funding

- 4.9 The Future Proof Strategy is predicated on using a range of funding sources in order to complete key projects in a timely manner and the use of equitable funding tools.

- 4.10 The Future Proof Strategy contains several key actions relating to transport funding. One of these is to investigate potential funding mechanisms to ensure that transport projects are completed on time.¹
- 4.11 The Future Proof sub-region has a number of projects which need to be progressed as does the wider region. We don't want to be in a situation where these are delayed or miss out on funds.
- 4.12 For these reasons Future Proof is opposed to the removal of Regional Fuel Tax from the LTMA.
- 4.13 Future Proof wants to ensure there are alternative funding sources available to fund the transport infrastructure necessary to support Upper North Island growth, the RLTS/RLTP and the Future Proof Strategy.
- 4.14 Alternative funding mechanisms need to be considered in order to support the transport programme that the region aspires to. The National Land Transport Fund has become increasingly focussed on funding roads of national significance; therefore funds for other projects are limited. Regions need to have the ability to use other sources of funding in order to implement key transport activities.
- 4.15 This is particularly important in terms of being able to fund projects which will support the Waikato Expressway as a road of national significance. Local authorities need to have funding tools available so that key routes and connections which support the Expressway can be funded and built in a timely manner.
- 4.16 There are also roads in the Waikato region that are not State highways but are performing a similar role. Regional fuel tax is a potential funding tool that could support the development of these roads. One such example is the road between Te Awamutu and Cambridge which connects State highway 3 and State highway 1. This road has the function of a State highway but is not designated as such. These types of projects will require substantial funding in order to ensure that they can continue to function as they currently do.

¹ *Future Proof Growth Strategy and Implementation Plan, 2009, action 13 on page 142*

4.17 There is a pressing need to start looking at alternative sources of funding for transport in New Zealand. Removing a funding tool like regional fuel tax only reduces the potential funding sources available to regions, without offering any replacements.

Appendix 1: Suggested Amendments to the Land Transport Management Amendment Bill 2012

The following amendments are suggested in order to give effect to the matters raised in this submission. New additions are shown in underline and deletions are in strikethrough.

14 Core requirements of regional land transport plans

Before a regional transport committee submits a regional land transport plan to a regional council or Auckland Transport (as the case may be) for approval, the regional transport committee must—

- (a) be satisfied that the regional land transport plan contributes to the purpose of this Act
~~(i) contributes to the purpose of this Act; and~~
~~(ii) is consistent with the GPS on land transport; and~~*
- (b) have considered—
(i) alternative regional land transport objectives that would contribute to the purpose of this Act; and
(ii) the feasibility and affordability of those alternative objectives; and*
- (c) ensure that the regional land transport plan is consistent with—
(i) the GPS on land transport; and
(ii) relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and*
- ~~(c)(d)~~ (d) have taken into account any—
(i) any national energy efficiency and conservation strategy; and
(ii) any relevant district plans; and
~~(ii) relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and~~
~~and~~
(iii) the relevant regional council's function under section 30(1)(qb) of the Resource Management Act 1991 to consider the strategic integration of transport infrastructure with land use through objectives, policies, and method; and
(iv)(iii) likely funding from any source.*

16 Form and content of regional land transport plans

(1) *A regional land transport plan must set out the region's land transport objectives, policies, and measures for at least ~~10~~ 30 financial years from the start of the regional land transport plan.*

(2) A regional land transport plan must contain the following matters:

(a) inter-regional and intra-regional transport outcomes relevant to the region; and

(b) the strategic options for achieving those outcomes; and

(c) a statement of any relevant regional economic or land-use considerations, and the likely funding of any land transport infrastructure associated with those considerations; and

(d) a demand management strategy; and

(e) an assessment of the appropriate role for each land transport mode in the region; and

(f) an assessment of the role of education and enforcement in contributing to the land transport outcomes; and

(g) a statement that identifies any strategic option for which co-operation is required with other regions; and

(h) measurable targets to be achieved to meet the outcomes of the regional land transport plan.

(3)(2) A regional land transport plan must include—

(a) a statement of transport priorities for the region for the ~~10~~ 30 financial years from the start of the regional land transport plan; and

(b) a financial forecast of anticipated revenue and expenditure on activities for the ~~10~~ 30 financial years from the start of the regional land transport plan; and

(c) all regionally significant expenditure on land transport activities to be funded from sources other than the national land transport fund during the ~~6~~ 30 financial years from the start of the regional land transport plan; and

(d) an identification of those activities (if any) that have inter-regional significance.

(4)(3) For the purpose of seeking payment from the national land transport fund, a regional land transport plan must contain, for the first 6 financial years to which the plan relates,—

- (a) *for regions other than Auckland, activities proposed by approved organisations in the region relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services; and*
- (b) *in the case of Auckland, activities proposed by Auckland Transport; and*
- (c) *the following activities that the regional transport committee decides to include in the regional land transport plan:*
 - (i) *activities proposed by approved organisations in the region or, in the case of Auckland, by the Auckland Council, other than those activities specified in paragraphs (a) and (b); and*
 - (ii) *activities relating to State highways in the region that are proposed by the Agency; and*
 - (iii) *activities, other than those relating to State highways, that the Agency may propose for the region and that the Agency wishes to see included in the regional land transport plan; and*
- (d) *the order of priority of the significant activities that a regional transport committee includes in the regional land transport plan under paragraphs (a), (b), and (c); and*
- (e) *an assessment of each activity prepared by the organisation that proposes the activity under paragraph (a), (b), or (c) that includes—*
 - (i) *the objective or policy to which the activity will contribute; and*
 - (ii) *an estimate of the total cost and the cost for each year; and*
 - (iii) *the expected duration of the activity; and*
 - (iv) *any proposed sources of funding other than the national land transport fund (including, but not limited to, tolls, funding from approved organisations, and contributions from other parties); and*
 - (v) *any other relevant information; and*
- (f) *the measures that will be used to monitor the performance of the activities.*

~~(5)~~(4) *An organisation may only propose an activity for inclusion in the regional land transport plan if that organisation accepts financial responsibility for the activity.*

~~(6)~~(5) *For the purpose of the inclusion of activities in a national land transport programme,—*

- (a) *a regional land transport plan must be in the form and contain the detail that the Agency may prescribe in writing to regional transport committees; and*

(b) the assessment under subsection (3)(e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the Agency under paragraph (a).

~~(7)(6)~~ A regional land transport plan must also include—

- (a) an assessment of how the plan complies with section 14; and*
- (b) an assessment of the relationship of Police activities to the regional land transport plan; and*
- (c) a list of activities that has been approved under section 20 but is not yet completed; and*
- (d) an explanation of the proposed action, if it is proposed that an activity be varied, suspended, or abandoned; and*
- (e) a description of how monitoring will be undertaken to assess implementation of the regional land transport plan; and*
- (f) a summary of the consultation carried out in the preparation of the regional land transport plan; and*
- (g) a summary of the policy relating to significance adopted by the regional transport committee under section 106(2); and*
- (h) any other relevant matters.*

~~(8)(7)~~ For the purposes of this section, existing public transport services means the level of public transport services in place in the financial year before the commencement of the regional land transport plan, and any minor changes to those services.