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# Regional Public Transport Plan Variation

## Recommendation(s)

That the Board:

- i. Receives the report; and
- ii. Approves the attached Regional Public Transport Plan Variation Statement of Proposal for release for public consultation.
- iii. Appoints a hearings panel to hear submissions to the RPTP Variation.

## Executive summary

A number of current initiatives require the existing Auckland Regional Public Transport Plan (RPTP) to be amended prior to their implementation. These include:

- Simplified zone fares
- Light rail
- Ferry development plan
- New Network service descriptions

Following engagement with key stakeholders, a “Statement of Proposal” has been prepared to vary the RPTP to give effect to the matters listed above. The Statement of Proposal provides some background to the issues that are included in the variation, and sets out the RPTP amendments that are proposed.

Two of the matters covered by the variation (integrated fares and light rail) are the subject of separate reports on this agenda. The Statement of Proposal has been prepared on the assumption that the proposals contained in those papers will be approved by the Board.

Subject to Board approval, the Statement of Proposal will be publicly notified, and submissions will be sought from the public and stakeholders during May 2015. A hearings panel will be needed to receive oral submissions on the variation in late May – early June. Depending on the amendments that arise from the consultation process, it is planned to finalise the RPTP at the 2 July 2015 Board meeting.

## Background

AT can only procure public transport services if they are described as units in the RPTP. The statutory purpose of the RPTP is to provide a statement of the services that are integral to Auckland’s public transport network, and the policies and procedures that apply to those services. It also provides a means for AT and operators to work together in developing public transport services and infrastructure; and an instrument for engaging with the public in the region on the design and operation of the public transport network.

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The existing Auckland RPTP was adopted in 2013, but a number of current public transport initiatives in will require it to be varied before they can be implemented. These include:

- The introduction of simplified zone fares (this requires amendments to the fares and ticketing policy section to provide for the new fare structure)
- The proposal to implement new light rail services (this requires changes to policies, including procurement policies; and to network, unit and service descriptions)
- The ferry development plan (changes to policy and unit/service descriptions)
- New bus network implementation (revisions to unit service descriptions following community consultation).

The Customer Focus Committee received a report on the proposed variation to the RPTP in March 2015, which included a proposed timetable and an outline of the pre-draft stakeholder consultation that would be required. The Committee requested that the RPTP process be completed in time for adoption at the same time as the Regional Land Transport Plan (RLTP) is finalised in June 2015. The stakeholder engagement process has progressed, and a Draft Statement of Proposal for the variation has been prepared.

## Key issues

### Statutory requirements

The LTMA sets out a number of statutory requirements that must be followed in preparing and varying RPTPs. The following matters are of particular importance:

**LTMA principles.** Before adopting a variation to the RPTP, AT must be satisfied that it has applied the following LTMA principles:

- a) AT and public transport operators should work in partnership to deliver the regional public transport services and infrastructure necessary to meet the needs of passengers
- b) 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
- c) competitors should have access to regional public transport markets to increase confidence that public transport services are priced efficiently
- d) incentives should exist to reduce reliance on public subsidies to cover the cost of providing public transport services
- e) the planning and procurement of public transport services should be transparent

**Unit and level of service descriptions:** A key role of the RPTP is to describe the public transport services that are proposed for the region, and to arrange them into units, which form the basis of procurement under the Public Transport Operating Model (PTOM). The service descriptions must include an outline of the routes, frequency and hours of operation of the proposed services, and indicative start dates for units.

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**Policies:** The RPTP must include any policies that relate to units. For this variation, changes will be needed to policies on network structure, infrastructure, fares and ticketing, vehicle quality, and farebox recovery. The light rail proposals will also necessitate changes to the procurement policies in the RPTP, including the process for the disestablishment or amendment of any bus units once the new light rail services are put in place.

**Consultation:** The LTMA requires AT to adhere to the consultation principles in section 82 of the Local Government Act in preparing its RPTP. AT is also required to consult with a number of named organisations when preparing a Draft RPTP, including the Auckland Council (and each affected local board), NZTA, and all public transport operators.

## Stakeholder engagement

As required by the LTMA, a process of engagement with key stakeholders has commenced. A memorandum outlining the matters to be covered by the variation has been sent to key stakeholders, and meetings held with stakeholder representatives. Local Board workshops are scheduled for May.

There has been limited stakeholder feedback on the proposals to date. NZTA does not support the inclusion of light rail in the RPTP at this stage due to concerns about the potential impacts on the negotiation of PTOM contracts and a lack of clarity over funding arrangements. Management are working with NZTA to resolve these issues.

## Statement of Proposal

The attached "Statement of Proposal" (**Attachment 1**) forms the basis of the RPTP variation. It provides background information on each of the four matters that are covered in the variation, and sets out the RPTP amendments that are proposed to give effect to each of the matters discussed.

*Note that some aspects of the Statement of Proposal are not yet complete. These will be updated as soon as the material is available.*

Two of the matters covered by the variation (integrated fares and light rail) are the subject of separate reports on this agenda. The Statement of Proposal has been prepared on the assumption that the proposals contained in those papers will be approved by the Board.

Subject to Board approval, the Statement of Variation will be publicly notified and forwarded to stakeholders and public transport interest groups with an invitation to comment.

## Next steps

To following timetable is proposed for the RPTP to enable adoption to coincide with completion of the RLTP. Subject to the Board's approval, the attached Statement of Proposal will be issued for public consultation during May. Submissions will then be reviewed, and hearings are proposed for key stakeholders in early June. Final recommendations on the variation, taking account of the matters raised in the consultation process, are due to be reported back to the Board at its 2 June meeting.

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Task/Milestone	Timetable
Pre-draft stakeholder engagement (already underway)	March-April 2015
Board approval of Draft RPTP variation	28 April 2015
Public consultation	4 May -25 May 2015
Review of submissions, hearings (if required), deliberations and revisions	late May – mid June 2015
Revised RPTP variation to Board for adoption	2 July 2015

To facilitate the submission review and hearings process, the appointment of a Hearings Panel is recommended. In the past, the RPTP hearings panel has consisted of two Board members and two senior managers. A similar approach is recommended for this process.

## Attachments

Number	Description
1	RPTP Variation: Draft Statement of Proposal

## Document ownership

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<b>Approved for submission</b>	David Warburton <b>Chief Executive</b>	

## Glossary

Acronym	Description
AT	Auckland Transport
LTMA	Land Transport Management Act
NZTA	New Zealand Transport Agency
PTOM	Public Transport Operating Model

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RLTP	Regional Land Transport Plan
RPTP	Regional Public Transport Plan