

Report 04.395
Date 6 July 2004
File E/06/19/03

Committee Passenger Transport Committee
Author Dave Watson Divisional Manager Transport

The Transport Planning and Implementation Framework

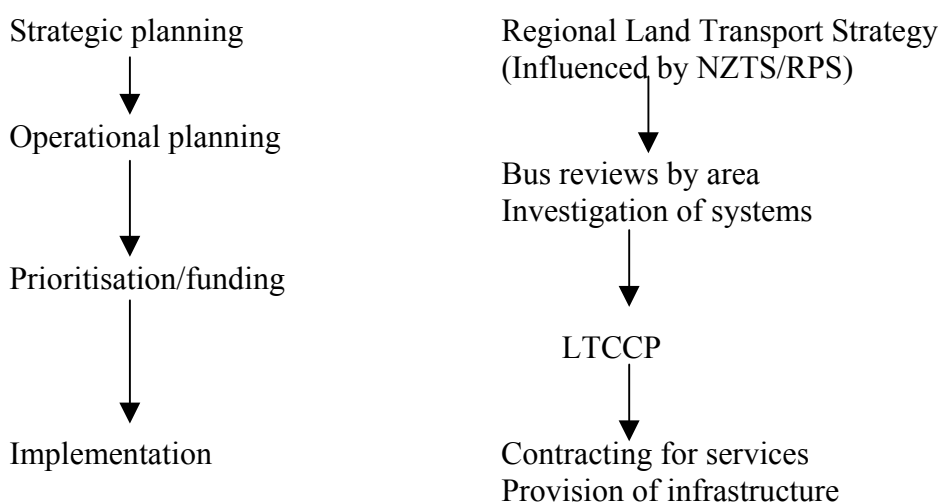
1. Purpose

To provide the Committee with an understanding of the processes used to determine what projects and activities are progressed on a day to day basis.

2. The Broad Framework

The diagram shows the decision making framework. Though it is important to have a level of flexibility at the implementation stage to reflect changing circumstances most of the activities are driven by long term strategies and plans. As these plans are statutory documents, and involve community consultation they dictate the projects and activities that are purchased to deliver these plans. If the Council were to promote projects at variance with the statutory plans funding support from Transfund New Zealand would be at risk.

The Framework for Passenger Transport Activities



NOTE: The QPA groups are part of the implementation process.

3. Strategic Planning

This is the first part of the decision making process. It is at this point that we are looking at transport outcomes and the best way, through passenger transport provision, to contribute to these outcomes. Our RLTS and in particular the process used to produce it is the starting point. Here the overall objectives of the New Zealand Transport Strategy are incorporated and the community is involved through a comprehensive consultation process. The long term strategic direction for passenger transport is determined here. Our current RLTS identifies a range of passenger transport projects and policies. These cover specific infrastructure projects, service frequency enhancements and car park developments.

The required passenger transport plan (a chapter of our RLTS) provides a policy context for such things as bus service reviews, loading standards, fare levels, transport for people with disabilities, vehicle quality and safety.

To change any of these you need to change the RLTS and to do this you have to go through the full community consultation process.

4. The Detailed Planning Phase

There are a number of planning activities run over time to translate the strategy into detailed operational programmes. One major process is the area bus reviews. The whole region, with the exception of the Wairarapa, have had at least one of these reviews. The expectation is that such reviews have a five year plus life. Ideally each area should have a review every five years. These reviews determine the bus services to be provided in each area, they are done in the broader context of the strategy and are used to specify bus contracts.

Other planning projects are also worked on. These projects cover matters such as information delivery (eg the journey planner), section boundaries and fare details, concessionary travel and so on. The Wellington City Passenger Transport Vision is a document that falls into this planning category. The Vision might influence the city wide passenger transport review that will be undertaken shortly.

5. Prioritisation/Funding

The strategies, the plans and the detailed passenger transport reviews all lead to the development of a long term implementation programme and funding proposal. At each of the three year LTCCP review processes, these programmes and proposals are brought to the Council. At the last LTCCP review in 2003 you may recall that the full urban passenger rail programme, previously advanced by Tranz Metro Wellington was included. Trolley bus services were included at a growing cost to accommodate refurbishment of the trolley bus fleet and so on. This is the time when all the strategies, plans and reviews are brought together into a practical programme. Once the LTCCP is finalised, through the community consultation process, it becomes difficult to make changes other than at the margin.

6. Implementation

The bulk of the transport part of the LTCCP is delivered through service contracts with operators. These contracts usually have a five year life. On average a fifth of these contracts come up for renewal every year, these renewals are often linked to a service review programme. Besides these contracts most of the remaining expenditure relates to access planning, with its statutory processes and expenditure on infrastructure from an agreed programme.

7. Councillor Decision Making Input

The key points in this process for Councillors to make their input are:

- Development of the strategy
- The passenger service review process
- The LTCCP review
- Details of the implementation process

The first three are highly important decision points and occur only once or twice a triennium.

While the strategy may appear to constrain Councillors, particularly those not involved in developing the most recent version of the strategy, the form and pace of the implementation of the strategy is developed during the LTCCP review.

These structures and processes ensure ad hoc decisions are limited and that the projects and services purchased deliver the high level outcomes supported by the community.

8. Communication

There is nothing additional to communicate.

9. Recommendation

That the report be received.

Report prepared by:

Dave Watson
Divisional Manager Transport