

Medium term work programme:

Stage 1: Managing the impacts of land transport

➤ **Safety management system.**

Work on a possible legislative framework for ensuring the safe provision of all public roads through a Safety Management System. In essence, the proposal would entail requiring all road controlling authorities to implement, and be held accountable for complying with this system. This has links to the Safety Strategy of 2010.

Related to this is a review of the appointment of enforcement officers, in order to establish a framework covering the use of non-Police staff in traffic enforcement situations.

3 Environmental management

Work on recommendations arising from the Vehicle Fleet Emissions Control Strategy including the possibility of an amendment to section 15 of the Resource Management Act that would enable Regional Councils to hold road controlling authorities responsible for managing combined discharges to air from the vehicles using roads.

➤ **Passenger transport: longer term issues**

Investigation of more far-reaching changes to the way in which passenger transport is funded and managed to provide greater certainty of funding for social services and better performance-related funding for services targeted at reducing congestion.

➤ **New Zealand Transport Strategy**

Work on options for implementing a New Zealand Transport Strategy.

➤ **Safety directions to 2010**

Work on possible safety approaches up to 2010.

Stage 2: Funding and charging of land transport

➤ **Management of the NRF and alternative ways of allocating Government funding**

Whether improvements can be made to the current highly complex bidding and project development system that was developed in the late 1980s for allocating money for safety, roading and passenger transport within the National Roads Fund.

Work on Transfund's funding policies for State Highways and local roads. In particular, work on financial assistance to local authorities, the use of rates in

funding roads, the treatment of surpluses, the possibility of output funding, loan funding, greater use of leveraged funding, alternative funding methods, and the implications of the other changes outlined in this programme e.g. clustering.

There are a number of aspects of road policy that need investigating to take into account Maori cultural values, and the Government's commitments to closing the gaps. These include the issues of landlocked Maori land, and the funding of Maori roadways.

3 RUC collection

Advice on the potential use of new technology for charging heavy vehicles (e.g. GPS) in light of technology changes, increasing pressure from some industries. The potential impact of new types of vehicles such as hybrid cars. This work would focus primarily on the legislative changes that would be required to allow any new technologies to be introduced in a gradual manner, and on the mechanisms needed to monitor any new system(s) (e.g. from a privacy perspective) and approve new technology.

Questions relating to the collection and management of RUC. Relationship with CVIU, MVR and privacy issues.

➤ Consideration of tolls, congestion charges, etc.

Work on possible congestion charging of existing roads, and tolls for new or major rebuild roads.

Stage 3: Delivering land transport

➤ Clusters

The possible clustering of local authority roading responsibilities, alongside the future management of State Highways. This work will consider a range of possible approaches including the establishment of some form of separate entity to manage roads and non-rail passenger transport infrastructure in an area. Piloting would also be investigated.

Work on this topic would also investigate difficulties being encountered now with contracting out provisions. utilities' access, and limited access roads.

➤ Bringing it all together

Work to pull all the previous policy development together.