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Committee Policy, Finance and Strategy and Council
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Regional Land Transport Committee Membership

1. Purpose

To establish a new Regional Land Transport Committee (RLTC) in accordance with the Land Transport Act 1998 s178(2) as amended by the Land Transport Management Act 2003 (Schedule 6).

2. Background

On 13 November 2003 the RLTC resolved to recommend Council reviews the RLTC membership given the recent enactment of the Land Transport Management Act 2003 (LTMA), and its subsequent amendments to the Land Transport Act 1998 regarding RLTC composition.

The LTMA was enacted on 12 November 2003 and it has no transitional provisions for RLTCs. Therefore, Council is required to appoint a new RLTC.

3. Current Membership

The Land Transport Act 1998 section 178(2) had the following requirements.

“The regional council may appoint any persons whom it considers to be suitable, including (but not limited to) representatives of all or any of the following:

- (a) The Authority
- (b) The Board
- (c) Transit New Zealand
- (d) The Commissioner
- (e) The regional council
- (f) The territorial authorities in the region (if any)
- (g) Commercial road users
- (h) Private road users
- (i) Public transport users
- (j) Representatives of cycle users and pedestrians
- (k) Passenger service operators

The RLTC Terms of Reference were adopted in 2002 and established provisions for representation as listed in table 1.

The LTMA made amendments to the Land Transport Act 1998 in Schedule 6. Section 178(2) is repealed and substituted with the following: “Each regional land transport committee consists of suitable persons appointed by the relevant regional council to represent –

- (a) The objectives of:
 - (i) economic development,
 - (ii) safety and personal security,
 - (iii) public health,
 - (iv) access and mobility,
 - (v) environmental sustainability;
- (b) cultural interests; and
- (c) the council; and
- (d) other territorial authorities in the region; and
- (e) the Authority; and
- (f) Transfund.”

Previously the Council had complete discretion over appointments, but this amendment states that Council now must appoint persons to represent certain interests.

4. Interpretation

The following table illustrates the previous representation on the Committee and their consistency with the amended legislation.

	Economic Development	Safety & Personal Security	Public Health	Access & mobility	Environmental Sustainability	Cultural Interests	Regional Council	Territorial Authorities	The Authority	Transfund
Greater Wellington Regional Council (GWRC)										
Cr McDavitt, Chair	t	s	t	p	p	t	p			
Cr Evans, Deputy Chair	t	s	t	p	p	t	p			
Cr Turner, Chair Passenger Transport Committee	t	s	t	p	p	t	p			
Cr Buchanan, Chair Environment Committee	t	s	t	s	p	t	p			
Cr Shields, Ex <i>officio</i>	t	s	t	s	p	t	p			
Carterton District Council	s	s	t	s	s	t		p		
Hutt City Council	s	s	t	s	s	t		p		
Kapiti Coast District Council	s	s	t	s	s	t		p		
Masterton District Council	s	s	t	s	s	t		p		
Porirua City Council	s	s	t	s	s	t		p		
South Wairarapa District Council	s	s	t	s	s	t		p		
Upper Hutt City Council	s	s	t	s	s	t		p		
Wellington City Council	s	s	t	s	s	t		p		
Transfund New Zealand	s	s	s	s	s	t				p
Transit New Zealand	s	s	t	p	s	t				

	Economic Development	Safety & Personal Security	Public Health	Access & mobility	Environmental Sustainability	Cultural Interests	Regional Council	Territorial Authorities	The Authority	Transfund
Land Transport Safety Authority	s	p	s	s	s	t			p	
New Zealand Police		p								
Public Transport Users/Cyclists/Pedestrians		s	t	p	s					
Commercial Road Users Association	p			p						
Automobile Association	s	s	t	p	t					
Wellington Regional Chamber of Commerce	p									

- p Primary role of organisation
s Significant consideration in decision-making
t Some consideration in decision making

4.1 The objectives of:

a. i. Economic Development

Economic development is about ensuring long term economic growth without negative externalities. Achieving ongoing economic development relies on a transport system that improves the flow of people, goods and services within and outside of the country.

The Wellington Regional Chamber of Commerce's representation on the RLTC was established as a means of recognising the objective of Economic Development in the current RLTS and as such fulfils the new legislative requirements. The Chamber has established a clear role in promoting economic development and growth at national and regional levels.

Commercial Road Users represent those transporting the goods and services that drive economic activity are also representing this objective.

a. ii. Safety and Personal Security

Safety and personal security as it relates to transport is about achieving reasonable freedom from risk of crime, injury or death within the transport environment. Clearly, LTSA and the New Zealand Police are mandated with reducing such risk, largely using the three E's approach (engineering, education and enforcement).

The Authority and The Commissioner were suggested representatives prior to the enactment of the LTMA 2003. The RLTC adopted these recommendations and had representatives from the New Zealand Police and the Wellington regional office of LTSA. They remain appropriate representatives within the amended legislation.

a. iii. Public Health

Protecting and promoting public health as relates to transport is about encouraging modal shifts that enhance air and water quality and reduce

exposure to harmful aspects of transport systems, particularly noise. In essence this refers to increasing walking and cycling particularly for short trips; and increased use of public transport. Increasing use of walking and cycling modes also promotes more active living which reduces the risk of major health problems.

The RLTC had one representative for walking, cycling and passenger transport users which is also sufficient at this stage to promote the interests of active modes, public transport and public health.

a. iv. Access and Mobility

Accessibility is the ease by which desired activities can be reached from a specific point. Increased personal mobility is a means of improving accessibility by overcoming distance. Access and mobility are provided for and enhanced through education, investment and infrastructure to improve transport networks, communication and travel within and between regions. Those organisations working toward better passenger transport, roading facilities for private and commercial vehicles, and walking and cycling facilities all contribute to access and mobility.

A number of previous representatives on the RLTC were contributing to this objective and should continue as members of the new committee:

- New Zealand Automobile Association
- Commercial Road Users
- Public transport, Walking and Cycling representative
- Transit; and
- Territorial Authorities.

a. v. Environmental Sustainability

Environmental sustainability in transport is about reducing its negative impacts on land, air, water, communities and ecosystems by making more efficient use of its resources, reducing its use of non-renewable resources, and making a shift over time to renewable resources.

GWRC has a clear role in protecting the environment. Five regional councillors were on the RLTC, one of which was the Chair of the Environment Committee. In addition, the road controlling authorities and Transfund are required by legislation to prepare land transport programmes that take into account how the programme assists environmental sustainability. Transfund and Transit are also required to exhibit a sense of environmental and social responsibility. It is appropriate that the previous representatives continue.

4.2 Cultural interests

The term ‘Cultural Interests’ is not defined in the legislation. Clarification sought from the Ministry of Transport indicates the term is intended to include Māori of the region and representatives of other cultural groups “such as, for example Pacific and Asian communities”. It is for Council to appoint

representatives from the Māori community and from other cultural groups as is appropriate.

Local government representatives on the previous RLTC are required under the Local Government Act 2002 to provide opportunities for Māori to contribute to the decision making process of their organisations, and are strongly involved in providing for community outcomes. In addition, other government organisations previously represented on the RLTC are required to consider implications for Māori in their decision making. Hence, there previous RLTC had some representation of Cultural Interests.

4.3 The Council

The Regional Council currently has five representatives on the RLTC.

4.4 Territorial Authorities

All TAs in the region are currently represented on the RLTC.

4.5 The Authority

The LTSA is currently represented on the RLTC.

4.6 Transfund

Transfund is currently represented on the RLTC.

5. Conclusion

Interpretation of the new RLTC membership requirements shows that the previous RLTC was constituted within the bounds of the intent of the new legislation. Therefore, the Council can appoint to the RLTC all the previous members and satisfy the LTMA requirements, albeit that cultural interests will not be specifically represented. It is recommended that Council postpone appointment of specific cultural representation until a protocol is established for their appointment.

A process for reestablishment of the RLTC for the next triennium will be brought to the Council later in the year. This will include a protocol for the appointment of people to represent the four objectives and cultural interests.

6. Recommendations

That the Council:

1. *Establish the Regional Land Transport Committee by re-appointing the previous members listed below:*

Cr McDavitt, Chair

Cr Evans, Deputy Chair

Cr Turver

Cr Barnard

Cr Hutchings

Mr Hunter

Cr Buchanan
Cr Shields
Cr Lowes
Cr Baird
Cr Brown
Cr McKenzie
Cr Shaw
Mayor Read

Mr Hassell
Mrs Kennedy
Inspector Boreham
Mr Efford
Mr Bognuda
Mr Royds
Mr Lewin

2. *Note that a process for making appointments to the next RLTC will be brought to the Council later in the year.*

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