

Report 07.805
Date 28 November 2007
File TP/01/02/02

Committee Regional Land Transport
Author Günther Wild, Senior Policy Advisor

The role of the Committee

1. Purpose

To provide an overview of the role of the Regional Land Transport Committee (RLTC) and to set out changes to this role proposed in the Land Transport Management Amendment Bill (the Bill) that is currently before the Industrial Relations and Transport Select Committee.

2. Significance of the decision

The matters for decision in this report **do not** trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

3. RLTC role under the LTMA

The Land Transport Act 1998¹ sets out the requirements for RLTCs. The significant requirements are as follows:

- Every regional council must establish a land transport committee for its region.
- Every RLTC must consist of suitable persons appointed by the regional council to represent:
 - (a) The objectives of economic development, safety and personal security, public health, access and mobility, and environmental sustainability (and these representatives must be from the “wider community”); and
 - (b) Cultural interests (and this representative must be from the “wider community”); and
 - (c) The council; and

¹ As amended by the Land Transport Management Act, 2003

(d) Other territorial authorities in the region; and

(e) Land Transport New Zealand.

- The RLTCs single function is to develop, consult on and recommend a Regional Land Transport Strategy (RLTS) to the regional council. The Strategy must be kept current for a period of not less than three but not more than ten years. The Strategy must be renewed at least once every three years. The RLTC must also prepare an annual report on the progress in implementing The Strategy.

4. Proposed changes to RLTC roles under the Bill

The Bill was introduced in the House in November 2007 by The Honourable Annette King, Minister of Transport. The Bill implements the outcomes of the Government’s review of the land transport sector known as the “Next Steps Review”. The Next Steps review is available online at: <http://www.mot.govt.nz/next-steps-review-of-the-land-transport-sector-1/>. The Bill provides greater direction for, and transparency of, the transport sector, as well as providing regions with stronger influence over regional land transport system decisions.

The Bill proposes several significant changes to the make up, function and responsibilities of RLTCs and the context in which they operate. Greater Wellington will be making a submission on the Bill. A draft submission will be considered at the Greater Wellington Regional Council meeting to be held on the 29th of November. The draft submission is in **Attachment 1** for the Committee’s information

The following table summarises the key changes proposed under the Bill:

Current legislation	Proposed under the Bill
Regional Land Transport Committees	
Current Wellington RLTC membership is as follows:	Same representatives as previously, but membership restricted as follows:
GWRC – Six members	GWRC – Two members
Territorial Authorities – One member each	No change
Transit NZ – One member	New Zealand Transport Agency (new agency resulting from the amalgamation of Transit NZ and Land Transport NZ) – One member
Land Transport NZ – One member	
New Zealand Transport Strategy Objectives – One person to represent each of the five objectives	No change
Cultural Interests – One member	No change
All members vote on RLTS	No change

The RLTC recommends priorities for "R" and "C" funding to LTNZ and all RLTC members vote on this.	Only members the Councils and the NZ Transport Agency can vote on the new Regional Land Transport Programme and new Regional Fuel tax (all members have speaking rights)
Regional Land Transport Strategies	
Prepared/reviewed every three years	Prepared/reviewed every six years
10 year planning horizon	30 year planning horizon
Progress report every year	Progress report every three years
Land Transport Programmes	
Prepared annually by Councils and Transit NZ, feeding into the annual National Land Transport Programme prepared by Land Transport NZ	Regional Land Transport Programme prepared every three years by the RLTC First Regional Land Transport Programme to be in place by 1 July 2009 National Land Transport Programme prepared every three years prepared by the NZ Transport Agency
Government Policy Statement	
No provision	GPS prepared every three years by the Minister of Transport
Final decision making by Regional Council	
Regional Council has responsibility for approving RLTS (the RLTC makes recommendations to the regional council)	Regional Council can only approve or send back recommendations to the RLTC
Regional Fuel Tax Scheme	
No provision	RLTCs (after developing and consulting on a scheme) can recommend the introduction of a Regional Fuel Tax Scheme to fund capital projects that do not attract funding within desired timeframes.

The Bill provides greater direction for, and transparency of the transport sector. The changes will provide regions with stronger influence over regional transport system decisions. The Bill, once enacted, will set in place a framework to enable integrated regional transport decision making via revised Regional Land Transport Committees. The proposed voting rights will ensure those with local political accountability will be making decisions that have rates implications. The ability to consider funding of new transport infrastructure through new Regional Fuel Taxes will be a matter to be considered as part of the development of the first Regional Land Transport Programme in late 2008.

5. Communication

There are no matters for communication resulting from this paper.

6. Recommendations

It is recommended that the Committee:

- 1. **Receives the report.***
- 2. **Notes the contents of the report.***

Report prepared by:

Report approved by:

Report approved by:

Günther Wild
Senior Policy Advisor

Joe Hewitt
Manager, Transport Strategy
Development

Jane Davis
Divisional Manager, Transport
Policy and Strategy

Attachment 1: Draft of Greater Wellington's submission to the Transport and Industrial Relations Committee in the matter of the Land Transport Management Amendment Bill