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**RESPONSE TO THE MINISTRY OF TRANSPORT BRIEFING ON STAGE 1 : MANAGING THE  
IMPACTS OF LAND TRANSPORT**

This response covers the following aspects of Stage 1:

- *Transport Strategies*
- *Passenger Transport Funding*

## **1. Transport Strategies**

### **(a) The New Zealand Transport Strategy**

The regions have expressed their views on transport strategies, national and regional, for a number of years now. We have strongly advocated for a National Strategy seeing it:

- providing overall direction
- setting standards and guidelines
- promoting targets and performance indicators; and
- as a vehicle to determine the overall level of government expenditure on transport and the priorities for its distribution down to providers through regional transport strategies.

We do not yet understand the need to include air and sea transport in the national transport strategy except where these modes act as a vital link between the land transport system, for example sea connections between the North and South Islands.

The current land transport legislation is the type of approach to a national strategy that we would favour. This gives the Minister of Transport substantial discretion with respect to the content of the strategy.

### **(b) Regional Strategies**

The regions have consistently advocated for the continuation of regional transport strategies, particularly in the main urban regions where there are alternative modes and hence benefits to be achieved through trade offs and integration. Regardless of the administrative structures developed for the delivering of transport projects there remains the need for a strategy to guide the expenditure of public funds. These strategies need to be developed in a transparent way, those that prepare them should be accountable for their implementation. The weak link between transport strategies and funding streams has made their implementation difficult.

As the government has a policy of increased funding for public transport aligned to some key policy objectives we believe that regional transport strategies should remain mandatory. The current legislation allows strategies to be restricted to local issues and needs. In the largely rural regions these strategies should be quite limited whilst in

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the main urban regions strategies would remain largely as they are with the scope for a broader interpretation of the transport needs of each region.

At a future point in time when 'clusters' of transport agencies have developed the transport strategies in those areas they would need to adapt to those new structural arrangements. The level of change would depend on the governance arrangements associated with 'clusters', the ongoing need to distinguish between transport policy development and implementation and the rights of communities to express their views in the development of policy.

We wish to move away from the one model fits all approach. The New Zealand transport strategy would show what a regional strategy must cover. The other contents of the strategy would depend on the individual regional circumstances.

The regional transport strategy would identify the priorities for public funding on transport in the region. National transport funds allocated to that region would flow to those priorities.

## **2. Passenger Transport Funding**

### **(a) Passenger Transport Infrastructure**

The issue for the regions is the lack of public sector investment in passenger transport infrastructure over the last decade. Patronage funding on its own may not be sufficient to deal with this issue nor may it be adequately targeted to the areas of greatest need.

The regions currently have different patronage objectives. Some are attempting to grow patronage and others maintain their current levels. The infrastructure requirements of each approach are different.

Patronage funding does not reflect these differences. A mixture of patronage funding with a needs based factor might be more workable. An approach would be to have a national allocation to patronage funding and a national allocation to infrastructure. Infrastructure funding being allocated to regional projects on the basis of need, demonstrated by a benefit cost calculation.

Alternatively regions could raise their own funding for infrastructure through a local fuel tax and/or road pricing where this was seen as a policy in the strategy.

### **(b) Electronic Ticketing**

We accept that patronage funding requires consistent patronage data. We don't understand why this implies a national electronic ticketing system. Very few people would use public transport in more than one area regardless of their mobility status. A national system would take time to implement and would require funding on a

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national basis. Local and regional systems are already in operation and are being developed further to suit local conditions. Some new schemes are about to be implemented including a total mobility smartcard system for Auckland. We see the need for consistent patronage data as an incentive to further develop these systems. Until they are fully operational we acknowledge that patronage data will have variable reliability between regions.

(c) **Total Mobility**

We continue to support national funding of total mobility. To achieve consistency across the country we believe that the scheme should be administered by a national agency. Funding for the scheme would be an issue for government to address. We would have no objection to a stream of money coming from the national roads fund to this output.