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Report to the Regional Land Transport Committee
By Cr Terry McDavitt, Chair Regional Land Transport Committee

Review of the Regional Land Transport Committee

1. Purpose

To adopt proposals for changes to the membership and operation of the RLTC and recommend them to the incoming Regional Council for consideration.

2. Background

A copy of Report 01.436 “Review of the RLTC” presented to the last meeting of the Committee is attached. Copies of the stakeholder responses received to date are also attached. Generally speaking stakeholders support the proposals with the only areas of possible difference being:

- **Proposal 4.4** – That a representative of the MOT be invited to join the RLTC

Stakeholders responded that the RLTC was a regional committee and should retain that regional focus. If the Committee asked for, or needed information of a national nature, then somebody representing those national interests should be invited to attend and speak to the Committee.

These views inform the recommendations.

- **Proposal 4.5** – TLA representatives should normally be the Chair of the relevant Committee of their Council or the Mayor

Not all TLAs were supportive of this proposal. Many thought that it should be left to the TLA concerned to appoint an appropriate representative. The proposal does

not deny TLAs that right but seeks acknowledgement that the TLA representative should have some suitable status by the office they hold in the particular TLA.

The recommendations are therefore silent on this point, upholding the TLA viewpoint.

- **Proposal 4.12** – TLA representatives have a responsibility to their TLA to report back formally from the RLTC

TLA stakeholders generally felt that the TLA representative should decide how they communicated back to their TLA. Again, recommendations are silent on this point, upholding the TLA viewpoint. However, the proposed technical working group offers an avenue to consider reporting back.

- **Proposals Supported**

General support for proposals 4.1 (separate Chair), 4.2 (reduce number Regional Councillors), 4.3 (servicing in WRC), 4.8 (rotating venues), 4.9-4.10 (Transport Forums) and 4.13 (Introduction process) is reflected in the recommendations below. Proposal 4.7 (dividing the agenda) attracted constructive suggestions more appropriate to later consideration, eg pre-scheduling meetings. Proposal 4.11 (communication process) belongs with the next topic.

- **Developing a Protocol/Technical Working Group**

The proposal to establish a technical group to help process RLTC matters (and incidentally advise their representatives on relevant agenda items) is taken up in the recommendations. Currently technical groups come and go on corridor issues and these would continue separately. The proposed technical group would include all agents, be continuous, and preview major RLTC items. The group creates an avenue through which continuing and outstanding items can be progressed and monitored. Parallel discussions on organising TLA reporting to RLTC offer a current example.

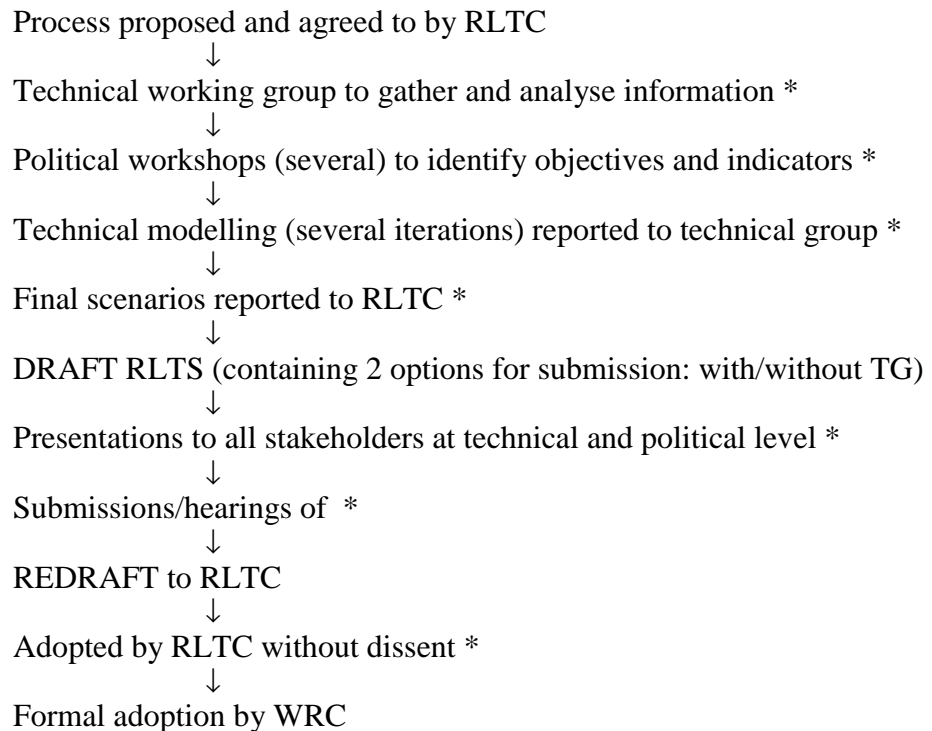
Members of the technical working group would be ‘direct lines’ to the RLTC. Wellington City Council are suggesting that a process be developed to “get buy in” from TLAs on issues of regional importance. Notwithstanding the comments below, there are occasional unforeseen issues of regional importance that need proactive process – the current Tranz Metro situation is one example.

The proposal has merit and warrants further investigation, and the proposed technical group, including all agents as it does, is the appropriate avenue to examine it further. For example, how is a “regionally-significant issue” to be identified, once identified what analytic and decisionmaking process applies?

My personal view is that any agent (or representative) could ask for an issue to be identified (using criteria to be developed), RLTC decides whether the issue is/is not, a technical process of analysis is triggered, leading to recommendations for a variation for the RLTS (with due process), or some

lesser action. “Regionally significant issues” should be rare events affecting more than one agent.

It should be noted, however, that the RLTS itself is the major document, is reviewed triennially, and a well-developed RLTS should address most foreseeable strategic issues. The current RLTS went through the process, which accords with best international practice (* indicates points at which TLAs/agents were directly involved):



The TG/Western Corridor issues went through a second similar process. The idea that there is no “buy in” to the final product after such a process stretches credibility, but the advent of the Tranz Metro issue demonstrates that some process is needed for unanticipated matters.

As noted elsewhere, if any agent has a concern that particulars in the adopted RLTS are “impractical”, there is already a mechanism available to trigger review (eg the agent reports the impracticality to the RLTC).

3. Auckland Region’s RLTC Review

Auckland Regional Council’s RLTC is also currently reviewing its membership and methods of operation. A paper going to the ARC RLTC workshop held on 16 August 2001 is attached. It is interesting to note that what is being proposed in Auckland is several steps beyond that proposed here. Voting membership on the RLTC would be restricted to road controlling authorities, the Regional Council, the public transport LATE (Auckland Regional Transport Network Limited) and representatives of funders. Transfund is proposed to have ‘observer’ status only. Auckland are proposing wider and more regular Transport Forums. The role of the RLTC would be increased by having delegated authority from all TAs, the ARC and Transit to

produce a five year implementation plan for all modes through formal memorandums of understanding between the parties.

While Auckland's situation is different (urgent, region wide transport crises demanding major expenditures) we need to keep a close eye on how these proposals develop. We share with Auckland a concern about how to implement and monitor RLTSs, but do not see the need here to go to a "very strong RLTC" model.

4. The Way Forward

Whatever the Committee agrees to at this meeting can only be a recommendation to the incoming Regional Council

I have set out the recommendations below in a form that hopefully accommodates the views expressed by stakeholders. A key recommendation is the setting up of a permanent technical officers group to assist and advise the Committee.

5. Recommendation

(1) That the Regional Council recommend to the incoming Regional Council adoption of the following proposals relevant to the representation and operation of the Wellington RLTC:

(a) The Chairperson of the RLTC should be a member of the Regional Council that is not chairperson of any other transport related committee

(b) The number of Regional Councillors on the RLTC should not exceed five

(c) Servicing and resourcing of the RLTC should remain in the hands of the Regional Council

(d) Membership of the RLTC should be restricted to no more than 21 people representing

- Regional Council (up to five members)*
- TLAs (eight members)*
- Transit New Zealand*
- Transfund*
- Land Transport Safety Authority*
- Police*
- Road Transport Forum*
- Automobile Association*
- Wellington Regional Chamber of Commerce*
- User groups (one member)*

(e) Meetings of the RLTC should be held no more than four times a year at venues around the region

- (2) *That potential members of the RLTC and members of other interested transport organisations be invited to attend a Forum before the end of the year to discuss RLTC process in the coming triennium and the forthcoming review of the RLTS.*
- (3) *That an RLTC technical working group of officers representing the Regional Council, each Territorial Local Authority, Transit, Transfund and the LTSA be established to assist and advise the RLTC.*
- (4) *That the RLTC technical working group report to the Forum on:*
 - *Reporting and communication protocols between agents and the RLTC*
 - *Processes to be used to identify regionally-significant transport issues and methods of addressing them.*

Report prepared by:

CR TERRY MCDAVITT
Chairperson

Attachments

- 1. Report 01.436 “Review of the RLTC”**
- 2. Stakeholder responses**
- 3. Paper for ARC RLTC workshop**