

## **BRIEFING PAPER TO REGIONAL LAND TRANSPORT WORKSHOP**

### *Regional Land Transport Committee (2001-2004) Structure & Role*

The Regional Land Transport Committee (RLTC) is a committee of the Auckland Regional Council with the purpose of recommending to the ARC a Regional Land Transport Strategy. A wide membership is reflected on this committee from transport funding agencies and sector groups, as well as territorial local authorities and Transit NZ. The Committee has 22 members.

At its July 2001 meeting, the RLTC resolved that the first meeting of the new RLTC in the next Council term would be held in December 2001. Before it meets, the membership needs to be confirmed.

A number of reviews and working parties on Auckland's transport issues are currently underway. This includes a review of Transport Governance, which has been driven by the Central Government, but it is unclear at this stage as to how far this work will be advanced in the near future.

Associated with this work, is a report of the Auckland Transport Action Group (ATAG), which has been developed by a group of Auckland's private and public sector Chief Executive Officers, concerned with a lack of progress on transport issues.

The report of ATAG is included as Appendix A. This report has been presented to the Prime Minister, with a number of recommendations to the Central Government, and to local authorities in the region. The report has been the subject of extensive discussions between officials of the territorial local authorities and the report authors.

The key features of the report are:

- and up to date analysis of the transport issues for Auckland;
- the recognition that the Auckland region has a transport strategy with wide buy in;
- a recognition that current funding does not allow implementation of the strategy;
- a recognition that there is no clear accountability to deliver the strategy;
- the recommendations of the report are for the implementation of the Regional Land Transport Strategy (RLTS) to become mandatory and to this end a more focused and empowered implementation executive and regional committee needs to be put in place;

- these recommendations are seen as implementable immediately after the October 2001 local government elections;
- the recommendations are seen as a progressive step pending the resolution of the future structure, governance and funding arrangements for the delivery of transport services in the Auckland Region;
- the recommendations are not seen as a final solution.

The ATAG paper has been endorsed by the Auckland CEO Forum as a practical first step although details are yet to be worked through. The paper has also been put to the Mayoral Forum which voted to support the strategies outlined in the paper and requested the paper be put before each council in the region.

Despite the progress that has been made with a number of transport initiatives since the adoption of the existing RLTS in 1999, it is apparent that there is a need for still more effective integration for transport initiatives (roading and public transport) in the region. Likewise, it is apparent that there is significant collaboration and co-operation between the various stakeholders involved with transport, such that considerable leverage can be gained from more formal prioritisation and monitoring of the RLTS by a reconstituted RLTC.

CEO's and Transport Directors from the ARC and local councils have developed a proposal for the reconstitution of the Regional Land Transport Committee, as outlined in Figure 1. The proposal is consistent with that developed by ATAG. Key elements of the proposal, which do not require legislative change, include:

- decisions about priorities for investment in regional networks are made regionally, with decisions about local roads and other transport corridors left with local councils;
- it does not remove democracy from transport decisions;
- it may provide for more efficient regulatory processes but not avoidance of these;
- it places regional decisions in one place;
- it provides a regional advocacy voice and potential initial mechanism for ensuring that funding follows strategy, and that all alternatives for and sources of funding are investigated;
- it can form an interim improvement implemented after the next elections at the political level, and immediately at the officer level if agreed to by all the agencies affected;
- it does not affect the more thorough process under way in the region between councils and the Ministry of Transport looking at longer-term solutions;

- it can be done independently of any future debate as to the respective roles of the ARC and TLAs in the region, and does not compromise these debates but allows us to move forward in the interim.

The proposal is summarised as follows:

1. Membership of the Regional Land Transport Committee that is made up of:
  - Auckland's territorial local authorities.
  - Auckland Regional Transport Network Ltd.
  - Transit New Zealand.
  - Auckland Regional Council.
  - A representative(s) of sector interests chosen from a new Auckland Transport Forum.
  - Funding agencies (with observer status only).
2. Retention of the role of the RLTC to produce a RLTS for ARC approval, with advice from the Auckland Transport Forum.
3. An increased role for the RLTC to include the delegated responsibility for producing a five year implementation plan and the programme management, communication and funding allocations that ensure this will be implemented, for the regional networks. The Committee would be in an ideal position to advocate for improved and alternative funding sources and allocation procedures.
4. A Memorandum of Understanding (MoU) to be developed that gains the commitments from the member agencies of the new RLTC to the delegated role of this group, and the resulting actions needed within their own agencies.
5. An executive group with a regionally shared dedicated professional services team to service the needs of the RLTC and their new roles.

Transit NZ and Transfund co-operation and participation are needed in this new structure for it to work. In Transit NZ's case, it would have to agree to a representative on the RLTC with appropriate delegations. Transit NZ management has participated in the development of this proposal.

The RLTC workshop on 16 August 2001 will seek feedback from members on this proposal, prior to its formal consideration by the Councils of the region.

**Figure one:**  
**Structure of new governance relationships**

