greater WELLINGTON
REGIONAL COUNCIL

MINUTES

SUBJECT	**Regional Transport Officers**
WHEN	Thursday 28 July 2005
WHERE	Greater Wellington Regional Council

1. Present

Casandra Smith	Auckland Regional Council
Mark Lambert	Auckland Regional Transport Authority
Ken McLeod	Auckland Regional Transport Authority
Garry Maloney	Environment Bay of Plenty
Barry Reid	Environment Bay of Plenty
David Stenhouse	Environment Canterbury
Noel Burnie	Environment Waikato
Sue Callis	Environment Waikato
Bill McMaster	Environment Waikato
Rob Braddock	Greater Wellington Regional Council
Anthony Cross	Greater Wellington Regional Council
Natasha Hayes	Greater Wellington Regional Council
Joe Hewitt	Greater Wellington Regional Council
Raymond Malcolm	Greater Wellington Regional Council
Rhona Nicol	Greater Wellington Regional Council
Dave Watson	Greater Wellington Regional Council (chair)
Liz Lambert	Hawkes Bay Regional Council
Renee Smith	Horizons Regional Council
Natasha Abram	Land Transport NZ
Maree Faid	Land Transport NZ
Michelle McCormick	Land Transport NZ
Mark Yaxley	Land Transport NZ
David Craig	Marlborough District Council
Glenda Spackman	Ministry of Transport
Glenn Mortimer	Northland Regional Council
Chris Powell	Northland Regional Council
Bruce Ramsay	Otago Regional Council
Gray Severinsen	Taranaki Regional Council
Jo Spencer	Taranaki Regional Council
Nichola Costley	West Coast Regional Council

2.   Ministry of Transport

2.1   Total Mobility review

Glenda Spackman gave a brief overview of this project. Over 400 submissions were received. The report is going to the Minister on Friday 5 August. No one is sure what will happen with the upcoming election.

2.2   PT procurement review

Glenda gave an update on this review (attached).

2.3   Cycling and walking strategies

Reena Kokotailo gave a presentation on cycling and walking strategies.

3.   Buspod

Mark Hattersley and Richard Boag gave a presentation on this revolutionary public transport system (attached).

4.   ONTRACK

David George, CEO of ONTRACK gave a presentation (attached).

5.   Land Transport New Zealand

5.1   LTNZ restructure and PT procurement review

Michelle McCormick gave a brief overview of these topics (attached).

5.2   Patronage funding scheme

Natasha Abram gave a presentation about the phase in period (attached).

6.   Human Rights Commission

David Peirse gave an update on the HRC investigation into accessible land transport (attached).

7.   Next meeting

The next meeting will be hosted by Environment Canterbury near the end of the year.

Public Transport Procurement Legislative Review

MINISTRY OF TRANSPORT
TE MANATŪ WAKA

Background

- Rules under which RC's procure PT services were put in place in the Transport Services Licensing Act (TSLA) 1989
- Procurement framework changed by the LTMA 2003
- Auckland RLTS and Draft Regional Passenger Transport Plan set out programme of significant improvements to PT infrastructure & services
- Legislation governing PT procurement is a determining factor that needs to be considered

Ministry of Transport

Background (2)

Cabinet made decision in 2003 that 'a joint working group of Auckland and central government officials will be established to assess the need for changes to regulatory (other than RMA) arrangements government Auckland public transport'.

Ministry of Transport

Project Purpose

- To ensure that legislation and regulatory environment support procurement of PT infrastructure and services
- Project will specifically focus on provisions of Part 2 of the TSLA relating to the registration of commercial services

Ministry of Transport

Timelines

- July 2005 – Project commences
- December 2005 – MOT draft report with draft recommendations
- February 2006 – Consultation with stakeholders
- March 2006 – Final recommendations & report to Minister

Ministry of Transport

Local Government Involvement

- Officers from ARC, ARTA and NSCC are members of the project team
- Wider local government to be involved through a Local Authority Reference Group
- Draft project plan was circulated to LGNZ Regional and Metro Sectors
- They were invited to nominate representatives on the Reference Group at LGNZ Conference on 26 July

Ministry of Transport

- Review team to be led by Anatole Sergejew, Ministry of Transport, Auckland.
- Phone 027 451 4434
- Contact for further information

Ministry of Transport
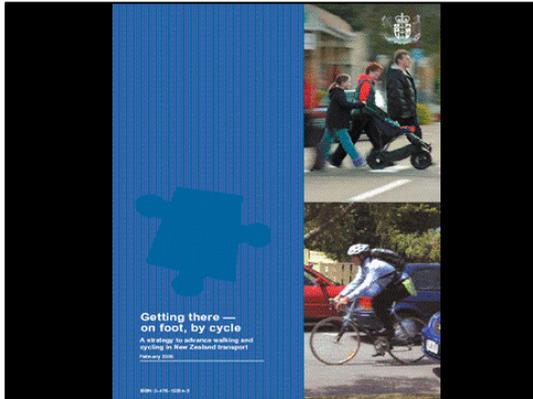
CONTEXT
NZ Transport Strategy
Vision
By 2010, New Zealand will have an affordable, integrated, safe, responsive and sustainable transport system.

Five key objectives
- Improving access and mobility
- Protecting and promoting public health
- ensuring environmental sustainability
- assisting economic development
- assisting safety and personal security

VISION
A new Zealand where people from all sectors of the community walk and cycle for transport and enjoyment

THREE GOALS
- Community environments and transport systems that support walking an cycling
- More people choosing to walk and cycle, more often
- Improved safety for pedestrians and cyclists

SIX KEY PRINCIPLES
- Walking and cycling - similar issues, but different modes with different needs
- Catering for diversity
- Important for all communities , critical in urban areas
- Comprehensive approach required
- Safety needs to be integrated with promotion
- Needs of current users important

FOCUS ONE
Strengthening foundations for effective action

1. Encourage action for walking and cycling within an integrated, sustainable approach to land transport

2. Expand our knowledge and skill base to address walking and cycling

3. Encourage collaboration and co-ordination of efforts for walking and cycling

FOCUS TWO
Providing supportive environments and systems

4. Encourage land use, planning and design that supports walking and cycling

5. Provide supportive environments for walking and cycling in existing communities

6. Improve networks for long-distance cycling

FOCUS THREE
Influencing individual travel choices

7. Encourage positive attitudes towards and perceptions of walking and cycling as modes of transport

8. Encourage and support individuals in changing their travel choices

FOCUS FOUR
Improving safety and security

9. Improving road safety for pedestrians and cyclists

10. Address crime and personal security concerns around walking and cycling

NATIONAL FRAMEWORK FOR IMPLEMENTATION

- Central co-ordination process, national advisory groups
- Annual national implementation plans
- Performance indicators, regular monitoring & evaluation
- Informed government investment
- Early emphasis on supporting effective local action

Cycling in Taranaki

- 2% of household travel trips
- 3.4 m trips p.a.
- 880,000 hours p.a.

* Travel survey 1997/98 estimates

Reported cycle v/s mv crashes

- 2 fatalities
- 10 seriously injured
- 47 with minor injuries

* Crash Analysis System data 2001-03

Walking in Taranaki

- 25% of household travel trips
- 53.5 m trips p.a.
- 7.7 m hours p.a.

* Travel survey 1997/98 estimates
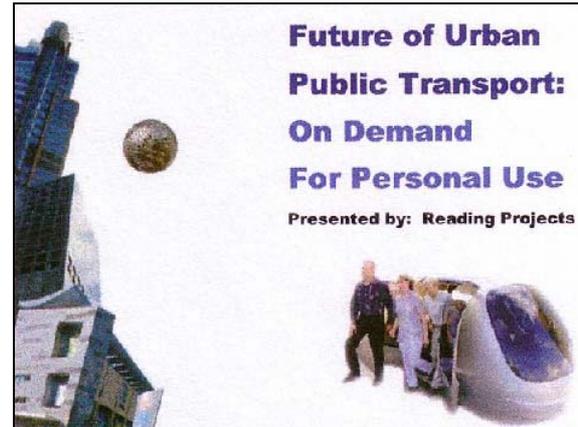

Reported pedestrian versus mv crashes

- 4 fatalities
- 22 seriously injured
- 48 with minor injuries

* Crash Analysis System data 2001-03

"Isn't it nice to find a public transport system that is waiting for you, rather than you waiting for it"

Lord Mayor of Cardiff

Future of Urban Public Transport:
On Demand
For Personal Use

Presented by: Reading Projects

What's On The Wish List
For A New Transportation System?

➤ Integrate well with existing public transport

➤ Public yet personal

➤ Direct to location –
no intermediate stops

➤ Available on demand –
no waiting time

International Research For Urban Light Transport

Over €16m in research from 16 organisations and 7 countries

Research Objective:
To define a new urban transport system for the new century, both meeting future needs for flexible personal transport and being highly sustainable.

At the same time:
➤ Reduce emission by a factor of 10
➤ Reduce energy use by a factor of 10
➤ Reduce congestion

Feasibility Studies Completed

✓ 50 man years, 40 reports, 16 papers
✓ Analysis of transport needs
✓ Initial system design
✓ Detailed energy and emissions studies
✓ Comparison with previous systems
✓ Safety analysis
✓ Disabilities study
✓ System simulations and statistics
✓ Examination of planning issues
✓ Demand/modal split analysis
✓ Financial analysis

New Urban Transport Solution

➤ On demand driverless automatic taxis travelling via own network. 85% of passengers will have an immediate access even at peak times

➤ Immediate, personal, non-stop travel service

➤ Three times quicker than bus, car or light rail

➤ Uses 50-80% less energy per passenger km than buses, cars, trains or light rail

➤ Is environmentally friendly – zero pollution, quiet and efficient

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Personal Rapid Transit Network

Facts and Figures

➤ 2m U-form guide way
➤ 25 cm deep at ground level
➤ 45 cm deep elevated sections
➤ Elevated for street use
➤ 800 kg Gross weight
➤ Each unit replaces 60 car journeys per day
➤ Carries 4 passengers
➤ Travels at 40 kph
➤ Uses 2 kW continuous power

Estimated Capacity

	Seats	Frequency	Seats per Hour
Bus	50	5 min	600
Light Rail	200	10 min	1,200
ULTra	4	3 sec	4,800

Many Benefits For All

- Potential to take many cars off urban and city centre roads
- Improved city access for wheelchair users, bicycles, pushchairs, shoppers and people with luggage.
- Reduces congestion
- Increased effectiveness of trains and buses
- Makes park & ride concept viable
- Capacity to grow throughout the region

Urban Light Transport – Effective Solution for the Future

- Practical transport for everyday
- Safe for passengers & public
- Assists economic development
- Cost effective
- Improves access and mobility
- Environmentally sustainable

Other Potential Applications

- Linking car parks to airport terminals
- Linking sports arenas to other forms of public transport
- Linking car parks to tourist attractions
- Linking wineries
- Ski slopes to town centre/ accommodation
- Hospitals to public transport centres

Viable Solution Working Already

- Two years of testing already completed
- Test track with all city application features
- Uses existing proven technologies
- Environmental and safety concerns addressed
- Accessibility for special needs groups
- Intuitive understanding of use by general public
- Construction commences Cardiff, Heathrow Airport and Dubai soon
- 9 other European cities are undertaking feasibility studies

What Does it Take?

- $12.5m per elevated km, $7m per ground km
- Estimated $50m for 6 km circuit (includes transport units, maintenance depots, offices)

Financial Model

- Local / Regional / Land Transport NZ
- Station purchasers
- Naming Rights
- Advertising
- Private investors

Immediate Funding

- Feasibility study, in depth analysis
  est. **3 months - $250,000**

- Planning & Visualisation
  est. **9 months - $750,000**

Contact Reading Projects to Find Out More

Richard Boag   Mark Hattersley
021-522-257   021-070-5547
rboag@cv2.co.nz   pospods@kol.co.nz

Reading Projects
Private Box 5485
Wellington

ONTRACK
New Zealand Railways Corporation · Rere Totika

ONTRACK

Presentation to:
Regional Transport Officers

Thursday 28 July, 11:30am
Wellington Regional Council, Wellington

Presentation by:
David George, Chief Executive

In this presentation

- Background to Rail Network

- Introducing ONTRACK

- Urban Passenger Rail

- Guiding Documents

Adding backbone to New Zealand's transport system
Kia pakari nga kawenga i Aotearoa

Introducing ONTRACK

- Trading name for the New Zealand Railways Corporation.
- SOE, created in September '04 to own and operate the railway infrastructure.
- Followed the purchase of the rail network from Toll Holdings.
- Destined to become a Crown Entity.

Adding backbone to New Zealand's transport system
Kia pakari nga kawenga i Aotearoa

Network Map

ONTRACK's Vision

- To make rail a sustainable element of New Zealand's transport network by:
  - recognising rail as part of a broader, national transport and logistics network; and
  - providing sustainable efficient and effective rail network that is:
    - Safe
    - Responsive
    - Reliable
    - Environmentally appropriate
    - Competitive.

Adding backbone to New Zealand's transport system
Kia pakari nga kawenga i Aotearoa

Background to Rail Network

Infrastructure legacy issues
- Rail was pivotal in NZ's early economic development.
- Road transport growth and '80s deregulation lessened rail's influence.
- Mass distance charge for road vehicles.
- Rail network but not land sold to Tranz Rail in 1993.
- Maintenance, renewals and investment at less than sustainable levels since the 1990s, leading to a run down asset legacy for ONTRACK.

Adding backbone to New Zealand's transport system
Kia pakari nga kawenga i Aotearoa

Nuhaka Bridge

- Investment in rail, sleepers and infrastructure has been below long-term sustainable rates.

Adding backbone to New Zealand's transport system
Kia pakari nga kawenga i Aotearoa

Government Repurchase

- Government repurchased the Auckland rail infrastructure in 2001 and the rest of the national rail network in 2004.
- ONTRACK has held the assets since 1 September 2004 and is responsible for managing and operating the national rail network.
- The Government has committed $200 million to restore and upgrade the network.
- The major train operators are:
  - Toll NZ – rail freight operator; long distance and Wellington urban rail passenger operator.
  - Connex Auckland – Auckland urban rail passenger operator.

Adding backbone to New Zealand's transport system
Kia pakari nga kawenga i Aotearoa

ONTRACK — New Zealand Railways Corporation — Here Tetika

De-mystifying the National Rail Access Agreement (NRAA)

- Negotiated between the Crown and Toll.
- Provides for exclusive access over a 66-year period.
- Contains "use it or lose it" provisions.
- Investment of $200m by Crown and $100m by Toll.
- Requires the negotiation of a track access charge.
- Track Access Charge negotiations currently in progress.

Adding backbone to New Zealand's transport system
Kia pakari nga kawenga i Aotearoa

ONTRACK — New Zealand Railways Corporation — Here Tetika

What ONTRACK does….

- Owns, manages and operates the national rail network.
- Controls operations on the network (eg signaling and train control).
- Responsible for design, management and construction of national rail projects (including Auckland) – to outcomes specified by parties, such as ARTA.
- Controls access to the network by operators, including the setting of TAC (operators include Toll NZ, Connex Auckland and heritage operators)
- Implements, co-ordinates, and maintains an approved safety system for the network.
- Manages rail land, property and leases.
- Provides advice to Ministers.

Adding backbone to New Zealand's transport system
Kia pakari nga kawenga i Aotearoa

ONTRACK — New Zealand Railways Corporation — Here Tetika

ONTRACK's Income

- Track access fees from rail operators.
- Government grants eg $200m under NRAA.
- Leases, rentals etc.
- Funding for projects can come from Land Transport NZ / Ministry of Transport/ Regional Councils.

Adding backbone to New Zealand's transport system
Kia pakari nga kawenga i Aotearoa

ONTRACK — New Zealand Railways Corporation — Here Tetika

ONTRACK's assets & operations

- 4,000km of track, 6 million sleepers, 1787 bridges, 150 tunnels and 12,000 culverts.
- Signaling infrastructure, communications, points and railway level crossing alarms, electric traction.
- Inventory, material contracts and assets (such as infrastructure wagons).
- A staff of over 130.

Adding backbone to New Zealand's transport system
Kia pakari nga kawenga i Aotearoa

ONTRACK — New Zealand Railways Corporation — Here Tetika

Managing Rail Operations

- Each week, ONTRACK's train control operations manage the movement of:
  - 900 freight trains;
  - 52 inter-city passenger trains;
  - 2,200 suburban passenger services in Wellington; and
  - 1,171 suburban passenger services in Auckland.

Adding backbone to New Zealand's transport system
Kia pakari nga kawenga i Aotearoa

ONTRACK — New Zealand Railways Corporation — Here Tetika

Urban Passenger Rail

- Government provides funding assistance, to develop urban rail passenger services in Wellington and Auckland, by providing:
  - 60% of the cost of operating subsidies to passenger transport services;
  - funding assistance for improvements to and replacement of rolling stock; and
  - funding support for infrastructure upgrades to increase capacity and reliability.
- Funding to ONTRACK for passenger infrastructure capital projects is channelled through the regional council (GWRC and ARC / ARTA etc.).

Adding backbone to New Zealand's transport system
Kia pakari nga kawenga i Aotearoa

ONTRACK — New Zealand Railways Corporation — Here Tetika

Auckland Passenger Rail

- Auckland passenger rail forms part of the national rail network. Bought back by the Crown in 2001. For safety and consistency of standards all the Auckland rail track is owned and operated by ONTRACK.
- Auckland passenger rail currently carries 3 - 4 million passengers a year.
- Funding of $850m sought by ARC for 2005 / 06 to 2015 / 16.
- Infrastructure improvements in Auckland are currently funded on a 60% Crown, 40% ARH split.

Adding backbone to New Zealand's transport system
Kia pakari nga kawenga i Aotearoa

ONTRACK — New Zealand Railways Corporation — Here Tetika

Auckland Passenger Rail (con't)

- The Auckland Regional Transport Authority (ARTA) has an over-arching role for Auckland passenger services for all modes. For rail, ARTA:
  - contracts passenger rail services to Connex and some infrastructure improvements on behalf of the Auckland Regional Council; and
  - specifies required performance outcomes (eg required passenger capacity for the Auckland rail system), including requirements for significant infrastructure upgrades.

Adding backbone to New Zealand's transport system
Kia pakari nga kawenga i Aotearoa

Slide 1 — Auckland Passenger Network

ONTRACK
New Zealand Railways Corporation Here Tohika

Auckland Passenger Network

Slide 2 — Auckland Freight

ONTRACK

Auckland Freight

- Auckland biggest Port in New Zealand
- Biggest warehousing / distribution centre – significant growth
- P&O / Maersk decision will have huge impact
- Marsden Point impact – additional through trains
- One network for freight and passengers including standards, train control and scheduling.

Adding backbone to New Zealand's transport system
Kia pakari nga kawenga i Aotearoa

Slide 3 — Wellington Passenger Rail

ONTRACK

Wellington Passenger Rail

- Rail carries over 11 million passengers a year and buses over 21 million. Rail users travel an average 25 kms as against 7 kms for bus.

- Funding for rail projects is generally met 60% central Government, 40% local Government.

Adding backbone to New Zealand's transport system
Kia pakari nga kawenga i Aotearoa

Slide 4 — Map of Wellington Passenger Network

Map of Wellington Passenger Network

ONTRACK

- Rail Line
- Road
- Road Upgrades

Adding backbone to
Kia pakari nga kawen

Slide 5 — Wellington Passenger Rail (cont)

Wellington Passenger Rail (cont)

ONTRACK

The Government has approved a number of funding packages for the Wellington region as follows:

Replacing & upgrading rolling stock, refurbishing Station (2004). Includes refurbishment of Johnsonville & Melling line units.	$343m
Wairarapa Unit upgrades	$26m
Wellington Transport Project (July 2005) Funding $225m for road & rail including additional rail units, double tracking from McKays Crossing to Raumati, electrification extension north of Paraparaumu ,possible rail/bus interchange at Lindale, and possibly a station at Raumati.	Share not specified

ONTRACK is working with GWRC and Toll to determine the requirements for the July 2005 tranche rail component.

Adding backbone to New Zealand's transport system
Kia pakari nga kawenga i Aotearoa

Slide 6 — Network Map

Network Map

ONTRACK

Next year, ONTRACK will prepare a 10-year rail network development plan taking account of national and regional land transport strategies.

Slide 7 — Christchurch Rail

ONTRACK

Christchurch Rail

Canterbury Regional land Transport Strategy seeks to:
- Investigate use of rail for commuter travel within greater Christchurch, including links to Kaiapoi, Rangiora, Rolleston, Lyttleton, Darfield and beyond; and
- Investigate greater use of rail for transportation of freight (e.g. dairy, forestry products) including the proposed spur to Clandeboye

ONTRACK will work with the RLTC on these issues.

Adding backbone to New Zealand's transport system
Kia pakari nga kawenga i Aotearoa

Slide 8 — Other South Island Rail

ONTRACK

Other South Island Rail

- ONTRACK is working with the Dunedin City Council on its Future Vision for Transport;
- Harbourside Development involves crossing the rail and is subject of discussion;
- West Coast Coal Route has been upgraded; and
- Toll discussing transport options for Pike River coal. A decision to upgrade coal route for extra capacity would involve ONTRACK.

Adding backbone to New Zealand's transport system
Kia pakari nga kawenga i Aotearoa

Working with Regional Councils

- ONTRACK has three Regional Managers – Northern, Central and Southern.
- Representation on RLTC's.
- Working with Regional Councils on transport planning to provide rail input.

Adding backbone to New Zealand's transport system
Kia pakari nga kawenga i Aotearoa

Guiding Documents

- The New Zealand Transport Strategy – seeks an affordable, integrated safe, responsive and sustainable transport system.
- The New Zealand Rail Strategy – sets out the Government's objectives for rail.
- The Rail Network Bill – will convert ONTRACK into a Crown entity.
- The Railways Act – has updated safety requirements in the rail industry.
- The National Rail Access Agreement – sets out terms and conditions for Toll's access to the network.

Adding backbone to New Zealand's transport system
Kia pakari nga kawenga i Aotearoa

Conclusion

A decade of under funding of rail infrastructure in New Zealand under private sector ownership is now being rectified. The legacy of maintenance, renewals and investment at less than sustainable levels will take some time to repair. ONTRACK, with Government support is poised to reverse this trend and lead to a renewal of rail in New Zealand.

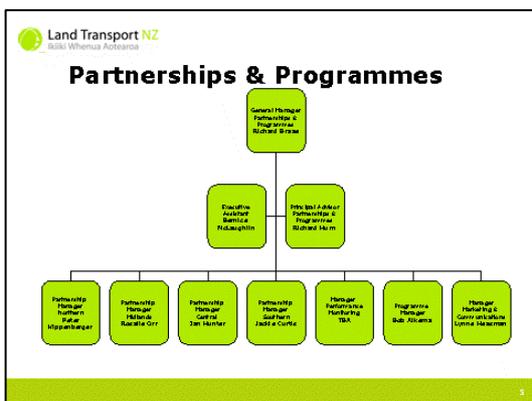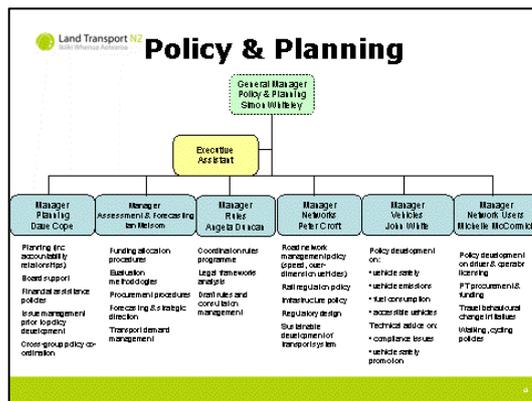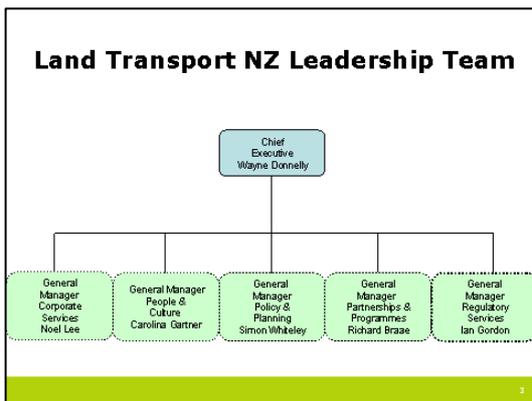Adding backbone to New Zealand's transport system
Kia pakari nga kawenga i Aotearoa

Land Transport NZ
Ikiiki Whenua Aotearoa

Land Transport NZ Update
PT Procurement & Funding

Michelle McCormick
Natasha Abram
Network Users Section
Policy & Planning Group

Today's Presentation

- Land Transport NZ's new organisational structure
- PT Procurement Review
- The Patronage Funding Scheme

Land Transport NZ Leadership Team

Chief Executive
Wayne Donnelly

- General Manager Corporate Services — Noel Lee
- General Manager People & Culture — Carolina Gartner
- General Manager Policy & Planning — Simon Whiteley
- General Manager Partnerships & Programmes — Richard Braae
- General Manager Regulatory Services — Ian Gordon

Land Transport NZ
Ikiiki Whenua Aotearoa

Policy & Planning

General Manager Policy & Planning — Simon Whiteley

Executive Assistant

- Manager Planning — Dave Cope
- Manager Assessment & Forecasting — Ian Melsom
- Manager Rules — Angela Duncan
- Manager Networks — Peter Croft
- Manager Vehicles — John White
- Manager Network Users — Michelle McCormick

Land Transport NZ
Ikiiki Whenua Aotearoa

Partnerships & Programmes

General Manager Partnerships & Programmes — Richard Braae

Executive Assistant — Bernice McLaughlin

Principal Advisor Partnerships & Programmes — Richard Horn

- Partnership Manager Northern — Peter Koppenberger
- Partnership Manager Midlands — Rosalie Orr
- Partnership Manager Central — Ian Hunter
- Partnership Manager Southern — Jackie Curtis
- Manager Performance Monitoring — TBA
- Programme Manager — Bob Alkema
- Manager Marketing & Communications — Lynne Heazman

PT Procurement Review

Context – 3 Reviews

- MoT review the need for any changes to regulatory arrangements in Auckland
- ARTA is reviewing its procurement processes
- Land Transport NZ PT Procurement Review

Why The Land Transport NZ Review Now?

- Current CPPs based on Transit NZ Act
- All procurement procedures must be reviewed for fit with LTMA provisions

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Land Transport NZ Board

- Consider PT hugely important & are very interested in PT procurement
- PT is a major lever in delivering NZTS and LTMA objectives
- Significant investment – vital to establish the right environment

Procurement Key Objectives

"To provide a good quality service for a fair price with a reasonable return to operators which meets the needs of communities"

- Contribute to the purpose of the LTMA & NZTS Objectives
- Maintain industry confidence

Consultancy Advice

To advise Land Transport NZ on:
- Quality partnerships: models, establishing open and trusting relationships
- Contract management and deployment
- Role of operator incentives
- Business drivers and risks for operators – financial and economic modelling

Consultant Appointment Process

EOI Issued April
- Excellent response
- 6 international consultants short listed for RFP stage

RFP Closed 22 July
- Currently evaluating – short list of 3 consultants will be invited to give a presentation on 9 August
- Board approval & appointment of consultant by end August

Procurement Issues

- Competition
- Commercial registrations
- Role of RLTS in planning services
- Gross v Net -Patronage data
- Operator incentives
- Contract Duration
- Contract size
- Variations over the life of a contract

Industry Involvement

Consultation at several levels:

- Reference group
(BCA steering group for stage 1 operator work)
- PTAG
- All Stakeholders

Reference Group

Land Transport NZ
Simon Whiteley
Michelle McCormick   Peter Wright
Ministry of Transport
Anatole Sergejew
Regional councils
Mark Lambert (ARTA)   Rhona Nicol (GWRC)
Wayne Holton-Jeffreys (ECan)

Reference Group

Territorial authorities
Roger Hill (NSCC) (replacement tbc)
Bus and Coach Association
John Collyns (BCA) Greg Campbell (Red Bus)
Jo Copeland (Mana) Andrew Ritchie (Ritchies)
Marine Transport Association
Ian Turner (Fullers Ferries)

Review Stages

- Stage 1 Research Operators' Business Drivers
- Stage 2 Summarise International Best Practices
- Stage 3 Research Current Issues & Test BP Options
- Stage 4 Develop Procurement Approach
- Stage 5 Quality Partnership
- Stage 6 Implementation – workshops etc

The Patronage Funding Scheme

Natasha Abram

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Overview

- Background
- Extension of the phase-in period
- Timelines

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Land Transport NZ

Background

- The scheme was initially run by Transfund, but is now run by Land Transport NZ
- The revised scheme commenced on 1 July 2004
- 2004/05 and 2005/06 are transitional years
- The FAR for these years will move in steps towards an assumed FAR of 50% for 2006/07

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Land Transport NZ

Extension of the phase-in period

- Councils were advised earlier this year that the phase in period was likely to be extended
- The Board has now agreed to extend the phase-in period by at least another year
- The main reasons are
  - Allow us time to work through the implications of 'N' and 'R' funding for passenger transport
  - To allow for changes that may result from policy reviews

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Land Transport NZ

Policy Reviews

- Funding policy, including FARs (MOT)
- Patronage Funding Policy (MOT)
- Passenger Transport Procurement Procedures (Land Transport NZ)
- Passenger Transport Procurement Legislation (MOT)

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Land Transport NZ

Arrangements during the extended phase-in period

- The FAR for the third year of the phase-in period (2006/07) will be 50%, subject to Board approval
- We will consider applications for capital funding of passenger transport infrastructure
  - the general circular is on our website:
  - http://www.landtransport.govt.nz/publications/general-circulars/DS-04.doc
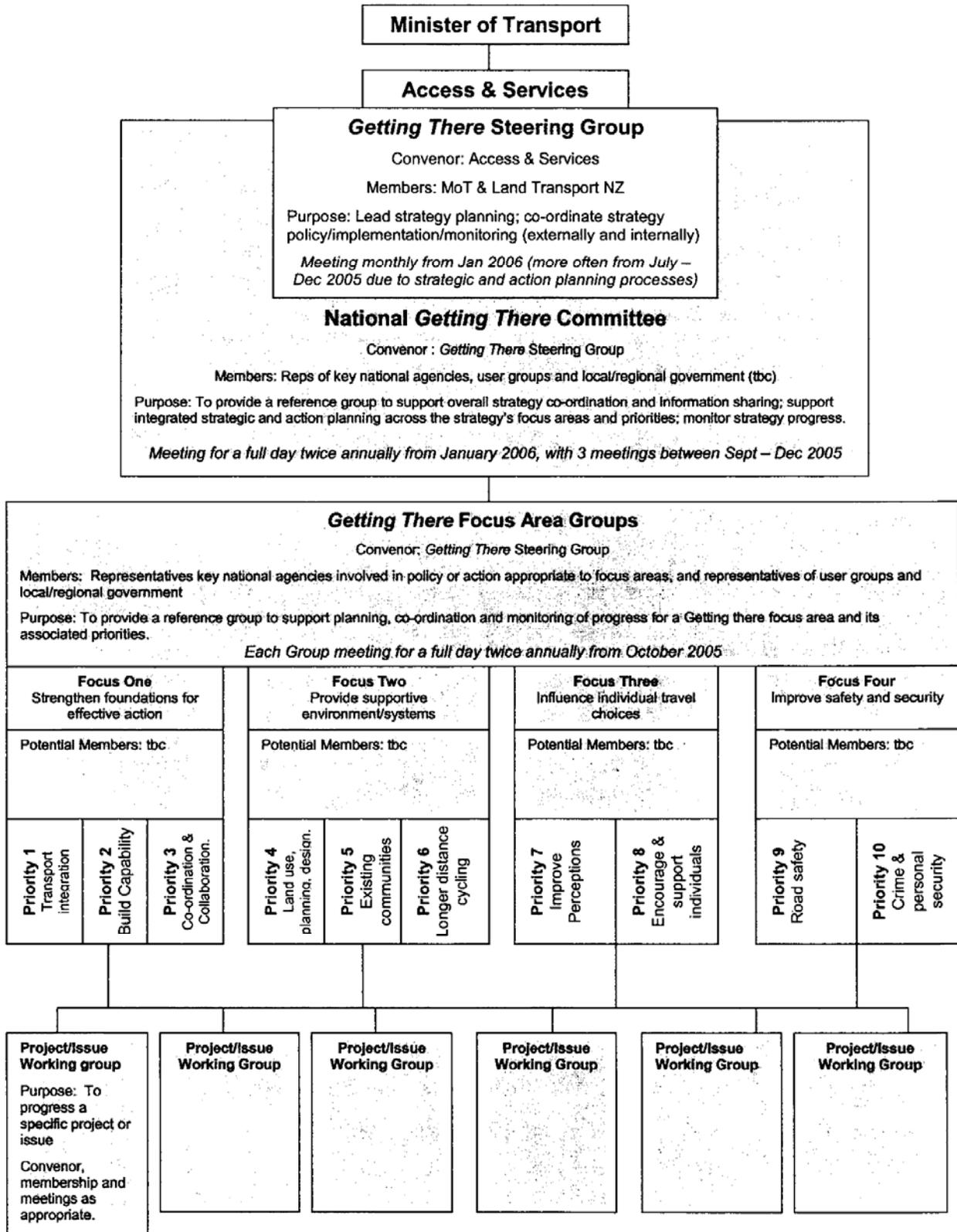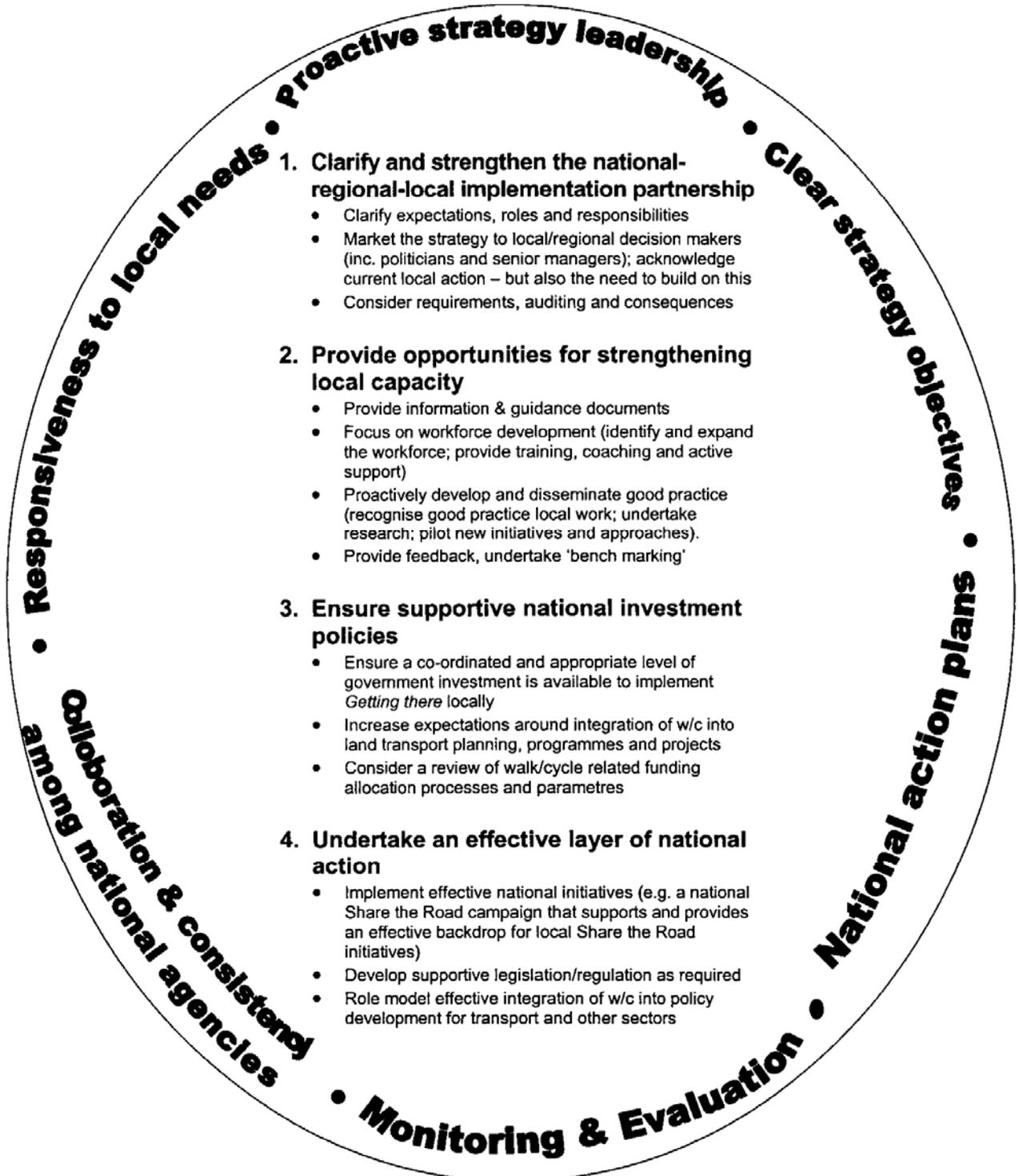
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Land Transport NZ

Timelines

- Funding policy, including FARs
  - recommendations to Minister of Transport August 2005
- Patronage Funding Policy
  - in scoping stage
- Passenger Transport Procurement Procedures
- Passenger Transport Procurement Legislation
  - recommendations to Minister of Transport March 2006

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Getting there *National Committees and Groups*

Minister of Transport

Access & Services

Getting There Steering Group

Convenor: Access & Services

Members: MoT & Land Transport NZ

Purpose: Lead strategy planning; co-ordinate strategy policy/implementation/monitoring (externally and internally)

Meeting monthly from Jan 2006 (more often from July – Dec 2005 due to strategic and action planning processes)

National *Getting There* Committee

Convenor : *Getting There* Steering Group

Members: Reps of key national agencies, user groups and local/regional government (tbc)

Purpose: To provide a reference group to support overall strategy co-ordination and information sharing; support integrated strategic and action planning across the strategy's focus areas and priorities; monitor strategy progress.

Meeting for a full day twice annually from January 2006, with 3 meetings between Sept – Dec 2005

Getting There Focus Area Groups

Convenor: *Getting There* Steering Group

Members: Representatives key national agencies involved in policy or action appropriate to focus areas, and representatives of user groups and local/regional government

Purpose: To provide a reference group to support planning, co-ordination and monitoring of progress for a Getting there focus area and its associated priorities.

Each Group meeting for a full day twice annually from October 2005

Focus One Strengthen foundations for effective action	**Focus Two** Provide supportive environment/systems	**Focus Three** Influence individual travel choices	**Focus Four** Improve safety and security
Potential Members: tbc	Potential Members: tbc	Potential Members: tbc	Potential Members: tbc
Priority 1 Transport integration / **Priority 2** Build Capability / **Priority 3** Co-ordination & Collaboration.	**Priority 4** Land use, planning, design. / **Priority 5** Existing communities / **Priority 6** Longer distance cycling	**Priority 7** Improve Perceptions / **Priority 8** Encourage & support individuals	**Priority 9** Road safety / **Priority 10** Crime & personal security

Project/Issue Working group Purpose: To progress a specific project or issue Convenor, membership and meetings as appropriate.	**Project/Issue Working Group**	**Project/Issue Working Group**	**Project/Issue Working Group**	**Project/Issue Working Group**	**Project/Issue Working Group**

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Getting there – on foot, by cycle
Potential central actions to support effective strategy implementation locally

Circular border labels: Proactive strategy leadership • Clear strategy objectives • National action plans • Monitoring & Evaluation • Collaboration & consistency among national agencies • Responsiveness to local needs

1. Clarify and strengthen the national-regional-local implementation partnership

- Clarify expectations, roles and responsibilities
- Market the strategy to local/regional decision makers (inc. politicians and senior managers); acknowledge current local action – but also the need to build on this
- Consider requirements, auditing and consequences

2. Provide opportunities for strengthening local capacity

- Provide information & guidance documents
- Focus on workforce development (identify and expand the workforce; provide training, coaching and active support)
- Proactively develop and disseminate good practice (recognise good practice local work; undertake research; pilot new initiatives and approaches).
- Provide feedback, undertake 'bench marking'

3. Ensure supportive national investment policies

- Ensure a co-ordinated and appropriate level of government investment is available to implement *Getting there* locally
- Increase expectations around integration of w/c into land transport planning, programmes and projects
- Consider a review of walk/cycle related funding allocation processes and parametres

4. Undertake an effective layer of national action

- Implement effective national initiatives (e.g. a national Share the Road campaign that supports and provides an effective backdrop for local Share the Road initiatives)
- Develop supportive legislation/regulation as required
- Role model effective integration of w/c into policy development for transport and other sectors

Inquiry into Accessible Public Land Transport

Regional Councils
July 27th 2005

Human Rights Commission
Te Kāhui Tika Tangata

Terms of Reference (1)

Human Rights Commission
Te Kāhui Tika Tangata

- Availability, Accessibility & Affordability issues
- Quality, safety, economic and technical issues
- Human rights standards
- Rural services

Terms of Reference (2)

Human Rights Commission
Te Kāhui Tika Tangata

- The need for national standards
- Changes to legislation policies and funding
- National standards for training of all personnel involved in public transport planning and provision

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Coverage

Human Rights Commission
Te Kāhui Tika Tangata

Accessible Journey
- Conveyances
  accessibility + availability
  metropolitan
  provincial/rural
  affordability: costs of alternatives

- Premises
  accessibility: rail stations
  acceptability: safety

- Infrastructure
  accessibility : route to services, prioritisation
  acceptability: safety

- Service Information and interaction with drivers/personnel
  acceptability: safety/rough driving

Process

Human Rights Commission
Te Kāhui Tika Tangata

- Research with disabled people
- Consultation with stakeholders
- Consultation report
- Submissions & hearings
- Draft recommendations

Nature of Problem (1)

Human Rights Commission
Te Kāhui Tika Tangata

- Evidence of increased investment and improvements to accessibility last 10 years
- But, public land transport significantly less available, accessible, affordable and acceptable to disabled people than to non-disabled people
- Disabled people face physical barriers, information barriers, behavioural barriers and cost barriers
- Manner in which public transport provided constitutes systemic discrimination against disabled people

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Nature of Problem (2)

Human Rights Commission
Te Kāhui Tika Tangata

- Lack of common definition of disability among regulators, planners, funders
- Perceptions that wheelchair users only are affected. Result underestimation for disabled market
- Need for robust disaggregated data, lack of market research, data collection and analysis: despite aging demographic
- Invisibility of disabled people a feature of legislative, policy and operatonal framework
- Transport requirements of disabled people (including universal design principles) should be integral to planning, not an optional extra

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Recommendations (1)

Human Rights Commission
Te Kāhui Tika Tangata

- Definition of disability standardised in transport legislation
- Participation of disabled people in the planning process principally through changes to transport legislation
- Mandatory national design performance standards for conveyances, premises, infrastructure & service information, together with timetable for implementation and mechanisms for exemptions for "unjustifiable hardship" and "mixed use", approval for "equivalent access"
- Disability awareness and disability competency training for personnel

Recommendations (2)

Human Rights Commission
Te Kāhui Tika Tangata

- Ministry of Transport the lead agency for implementing recommendations,including national standards, review of NZS4121, review of funding to implement standards, review of "p" driver licence requirements, review of Community Transport services and funding, working with ITO to develop unit standards for disability awareness and competency training, development of disaggregated data set to identify issues and monitor progress in making public transport accessible for disabled people
- Total mobility – affordability to be addressed; MoT to develop national guidelines including eligibility based on HRA definition of disability, consistent benefits, eligibility criteria, no restriction on purposes, improved information for potential users
- Taxis – territorial and road controlling authorities permit use of bus lanes and bus stops, where disabled people are being carried
- School transport services – Ministry of Education representation on regional land transport committees, possibility of contract variations for disabled children, policies to include objective of supporting children's use of transport that reflects ordinary participation and inclusion in school activities

Recommendations (3)

Human Rights Commission
Te Kāhui Tika Tangata

- Design issues: LTNZ establish a research programme for
  – solutions to long distance intercity buses and mixed use commercial services;
  – hoists and safety mechanisms for WATs;
  – design of train stations and rolling stock to allow level access
  ALSO
  Immediate Actions (little expenditure or disruption) include
  – Changes to bus driver training and behaviour (elimination of rough driving)
  – Bus on board announcements, pending automated announcements
  – Rail: display of large print timetables, visual and audible information, on board announcements, marking platgform edges and train steps clearly

Regional Council recommendations (1)

Human Rights Commission
Te Kāhui Tika Tangata

Objective of making consideration of transport needs of disabled people a core and mandatory requirement for all public land transport planning funding and implementation:
- Disabled people are represented on regional land transport committees
- Disabled people are listed among the groups to be consulted in relation to development of RLTSs
- RLTSs are required to address the needs of disabled passengers where no contracted passenger services are provided
- Amending the Land Transport Act and the Transport Services Licensing Act to ensure that RLTS's detail how access and mobility of disabled people will be improved over the life of the strategy or plan
- Term "transport disadvantaged" includes disabled people

Regional Council Recommendations (2)

Human Rights Commission
Te Kāhui Tika Tangata

- Regional council contracts for public land transport services include
  ➢ Disability awareness and disability competency training for personnel

- Regional council maintain a regional dataset to support and monitor progress towards accessible public land transport services in their region
  ➢ For planning and implementation of RLTS, RPTP, LTP and LTCCPs

Regional Council Recommendations (3)

Human Rights Commission
Te Kāhui Tika Tangata

- Pending development and full implementation of the standards, Regional councils, TLAs and transport providers investigate provision of mobility aids at strategic stations and transport hubs
- Amend the TSLA to give regional councils power to decline to register commercial services if access and mobility requirements of disabled people not met
- Also affecting regional councils is proposal to amend LTMA to specify that procurement procedures may specify minimum access standards for disabled people

Regional Council Recommendations (4)

Human Rights Commission
Te Kāhui Tika Tangata

- Organisations providing public land transport, transport services, facilities and major infrastructure such as transport exchanges, provide orientation and familiarisation programmes to disabled people

Regional Council Challenges

Human Rights Commission
Te Kāhui Tika Tangata

- Moving towards the active participation of disabled people in all aspects of regional public transport planning
- Moving from a devolved model of regional council involvement in public land transport to implementation of a minimum accessibility standards model