

Report 12.476
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Committee Economic Wellbeing
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Submission on the Land Transport Management Amendment Bill 2012

1. Purpose

To seek the Committee's agreement to a submission being made to the Transport and Industrial Relations Select Committee on the Land Transport Management Amendment Bill 2012.

2. The decision-making process and significance

Officers recognise that the matters referenced in this report may have a high degree of importance to affected or interested parties.

The matters requiring decision in this report have been considered by officers against the requirements of Part 6 of the Local Government Act 2002 (the Act). Part 6 sets out the obligations of local authorities in relation to the making of decisions.

2.1 Significance of the decision

Part 6 requires Greater Wellington to consider the significance of the decision. The term 'significance' has a statutory definition set out in the Act.

Officers have considered the significance of the matter, taking the Council's significance policy and decision-making guidelines into account. Officers recommend that the matter be considered to have low significance.

Officers do not consider that a formal record outlining consideration of the decision-making process is required in this instance.

3. Background

The Land Transport Management Amendment Bill 2012 (the Bill) was introduced in the House on 13 August 2012 by the Honourable Gerry Brownlee, Minister of Transport.

The key components of the Bill are:

- Changes to the planning and funding framework for land transport
- Changes to streamline the framework for assessing toll road schemes
- Establishing a new policy framework for building a long-term partnership between regional councils and public transport operators known as the public transport operating model (PTOM).

More specifically the main changes to the LTMA include:

- a new purpose for the Act and streamlined decision-making criteria that seek to emphasise effectiveness, efficiency, and safety;
- a single government policy statement on land transport;
- the consolidation of the regional land transport strategy and regional land transport programme into a new planning document, the regional land transport plan (six year planning cycle with 3 yearly review and a 10 year planning horizon);
- a reduced size of Regional Transport Committees through removal of those members representing the objectives of economic development, safety and personal security, public health, access and mobility, environmental sustainability, and cultural interests;
- an ability for NZTA to borrow to fund future land transport projects (currently they can only borrow to manage cash flow under the LTMA);
- the repeal of the regional fuel tax provisions;
- the simplification of the process for approving road tolling schemes;
- the establishment of a new policy framework for planning and contracting public transport
- the repeal of the Public Transport Management Act 2008 (PTMA), carrying over its provisions as modified by the Bill.

Full details of the proposed amendments are set out in the Bill, available from the Ministry of Transport website:

<http://www.transport.govt.nz/legislation/acts/LandTransportManagementAmendmentBill/>

The closing date for submissions is 26 October 2012. The draft submission and covering letter are provided as **Attachment 1**.

4. Comment

The submission identifies some proposed provisions in the Bill that are not supported, and others which could be enhanced in terms of their purpose and their application in the Wellington region.

Of particular concern is that lack of integrated long-term transport planning at both a national and regional level. The submission outlines the need for regional land transport plans to consider a 30 year planning horizon, given the long lead times to implement major transport infrastructure.

In preparing this submission, officers have consulted with colleagues in other regional councils, local authorities within the Wellington region, as well as Local Government New Zealand. Many of the points raised in the submission are consistent with the views of these other organisations.

5. Communication

The approved submission will be sent to the Transport and Industrial Relations Select Committee.

6. Recommendations

That the Committee:

1. ***Receives the report.***
2. ***Notes the content of the report.***
3. ***Approves the submission set out in Attachment 1 to this report.***
4. ***Requests that the approved submission be sent to the Transport and Industrial Relations Select Committee.***
5. ***Authorises the Chair to sign the approved submission on the Council's behalf and appear before the Transport and Industrial Relations Select Committee in support of Council's submission.***

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**Attachment 1: Draft Submission and covering letter on the Land Transport Management
Amendment Bill 2012**