

MEETING OF THE REGIONAL LAND TRANSPORT COMMITTEE

TO THE CHAIRPERSON AND MEMBERS OF THE COMMITTEE

MEMBERSHIP OF THE COMMITTEE

Cr J M Waters (Chairperson) Environment Canterbury

Cr A J Blackie	Waimakariri DC	H Latimer	Cultural Interests
Cr H Broughton	Christchurch City Council	Cr R I R Little	Environment Canterbury
Cr T K Burke	Environment Canterbury	Mayor G Moore	Christchurch CC
N Campbell	NZ Railways Corp	P Morris	Rail Service Providers
Mayor J Coles	Waimate DC	Cr J Morten	Selwyn DC
Dr L Cook	Public Health Interests	Cr M Oldfield	Environment Canterbury
J Curtis	Land Transport NZ	Cr M Oliver	Timaru DC
Insp D Erasmus	NZ Police	Mayor J O'Neill	Mackenzie DC
P Falloon	Economic Dev. Interests	G Ritchie	PT Providers
P Goodwin	Road Transport Forum	Cr B Seddon	Kaikoura DC
Mayor G Jackson	Hurunui DC	Cr B Shearing	Christchurch City Council
Dr S Kingham	PT Users/Pedestrians	Cr B Tasker	Ashburton DC
Prof C Kissling	Chartered Institute of Logistics and Transport NZ	S van Dorsser	Cyclists
C Knaggs	Transit NZ	B Wearing	Automobile Assn

A meeting of the Committee will be held on

Wednesday, 21 June 2006 commencing at 10.00 a.m.
(Morning tea will be available from 9.45 a.m.)

Lunch will be served at the end of the meeting.

VENUE: Council Chamber
First Floor
Pegasus Building
58 Kilmore Street
Christchurch

BUSINESS: As per Order Paper attached.

Dr Bryan Jenkins
CHIEF EXECUTIVE

**RECOMMENDATIONS IN REPORTS ARE NOT TO BE TAKEN
AS COUNCIL POLICY UNTIL ADOPTED BY THE COUNCIL**

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COMPLIANCE WITH LOCAL GOVERNMENT ACT 2002 DECISION-MAKING REQUIREMENTS

Except as below, a statement of compliance and a completed decision checklist is required for any agenda item on a council committee or the council recommending that a decision be made. This will be the responsibility of the person signing off the agenda item.

The compliance statement and checklist will not be used for:

- Recommendations that information be received or that the Council make a decision.
- Decisions taken under the Resource Management Act 1991 or the Biosecurity Act 1993 in relation to resource consents, decisions required when following the procedures set out in Schedule 1 of the Resource Management Act 1991, other permissions, submissions on plans, or references to the Environment Court.
- Decisions taken to proceed with enforcement procedures under various primary or secondary legislation or regulations, including procedures under the Resource Management Act 1991, the Biosecurity Act 1993, the Local Government Act 2002, and Environment Canterbury Bylaws.
- Administrative and personnel decisions that are entirely internal to Environment Canterbury.
- Other decisions where the procedures to be followed are set out in Legislation.

COMPLIANCE STATEMENT

The council committee (or the council) must formally certify that:

- (a) It is satisfied that it has sufficient information about the options and their benefits and costs, in terms of the region's social, economic, environmental and cultural well-being and the effects on community outcomes, bearing in mind the significance of the decisions.
- (b) It is satisfied that it knows enough about and has given adequate consideration to the views and preferences of affected and interested parties bearing in mind the significance of the decision.

INFORMATION CHECKLIST

(a)	A Statement of the Proposed Decision
(b)	A Statement of the Objective of the Proposed Decision and the Issue or Problem being addressed
(c)	A list of all reasonably practicable options, (including doing nothing).
(d)	For each option in (c): An evaluation of the Benefits and Costs, in terms of the region's social, economic, environmental and cultural well-being.
(e)	For each option in (c): A statement of the extent to which community outcomes would be promoted or achieved in an integrated and efficient manner.
(f)	For each option in (c): A statement of the Impact, if any, on Environment Canterbury's capacity to undertake its statutory responsibilities
(g)	If the Proposed Decision is a significant decision in relation to land or a body of water, a statement of how Maori values have been taken into account
(h)	A Statement of significant inconsistencies, if any, with any Existing Policy, Plan or Legislation arising from the Proposed Decision.
(i)	A statement how the views and preferences of affected or interested persons have been given adequate consideration during the definition of the problem or issue, the objective, the assessment of options and the development of the proposed decision, including the particular contribution of Maori to the decision-making process.

Notes:

The significance of proposals and decisions determines how much time, money and effort is put into exploring and evaluating options and obtaining the views of affected and interested parties. The significance of proposals and decisions is determined through reference to criteria contained in the policy on significance.

The policy on significance together with Section 76 of the Local Government Act 2002 set out the Council's requirements in relation to decisions. Some decisions can only be made through the Long-Term Council Community Plan, or after the Special Consultative Procedures set out in the Act have been used, (refer to the policy on significance and the Act).

All decisions of Environment Canterbury are subject to the decision-making requirements of section 76 of the Act unless inconsistent with specific requirements of other legislation.

ENVIRONMENT CANTERBURY
CANTERBURY REGIONAL LAND TRANSPORT COMMITTEE
ORDER PAPER

1. APOLOGIES – Mayor Garry Moore
2. MINUTES OF MEETING – 29 March 2006
3. MATTERS ARISING
4. DEPUTATIONS AND PETITIONS

MATTERS FOR COMMITTEE DECISION

5. THE ROLE OF THE REGIONAL LAND TRANSPORT STRATEGY IN IMPLEMENTING THE GREATER CHRISTCHURCH URBAN DEVELOPMENT STRATEGY
6. SUBMISSION ON LAND TRANSPORT NEW ZEALAND'S PROPOSALS FOR COMMUNITY FOCUSED LAND TRANSPORT ACTIVITIES
7. SUBMISSION ON PROPOSED CHANGES TO EXEMPTIONS FOR CARPOOLING IN OPERATOR LICENSING RULES

MATTER FOR INFORMATION

8. PRESENTATION BY THE CANTERBURY REGION OF THE NEW ZEALAND TAXI FEDERATION
9. NOTICES OF MOTION
10. EXTRAORDINARY AND URGENT BUSINESS
11. QUESTIONS
12. NEXT MEETING – 27 September 2006
13. CLOSURE

REGIONAL LAND TRANSPORT COMMITTEE

MINUTES OF THE FOURTH MEETING OF THE COMMITTEE HELD IN THE COUNCIL CHAMBER, FIRST FLOOR, ENVIRONMENT CANTERBURY, 58 KILMORE STREET, CHRISTCHURCH, ON WEDNESDAY, 29 MARCH 2006 COMMENCING AT 10.00 A.M.

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MATTERS RESOLVED BY THE COMMITTEE

6. SUBMISSION ON TRANSIT NEW ZEALAND'S DRAFT 2006/07 – 2015/16 10-YEAR STATE HIGHWAY FORECAST
7. SUBMISSION ON DRAFT NATIONAL LAND TRANSPORT PROGRAMME

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8. PRESENTATION BY CANTERBURY DISTRICT HEALTH BOARD
9. DRAFT CANTERBURY REGIONAL PASSENGER TRANSPORT PLAN 2006
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11. NOTICES OF MOTION
12. EXTRAORDINARY AND URGENT BUSINESS
13. QUESTIONS
14. NEXT MEETING – 21 JUNE 2006
15. CLOSURE

PRESENT

Cr J M Waters (Chairperson), Cr A J Blackie, Cr H Broughton (from 10.10 a.m.), Cr T K Burke, N Campbell, Dr L Cook, J Curtis, Insp D Erasmus, P Falloon, Mr P Goodwin, Mayor G Jackson, Dr S Kingham, Dr C Kissling, C Knaggs (until 11.40 a.m.), Cr R I R Little, Cr J Morten, Cr M E Oldfield, Cr M Oliver, Cr B Seddon, Cr B Shearing, Cr B Tasker, S van Dorsser, and Mr B Wearing.

IN ATTENDANCE

Mayor Garry Moore (Christchurch City Council).

MANAGEMENT AND OFFICERS PRESENT

Mr J D Talbot (Director – Policy and Planning), Ms J Atkinson (Portfolio Manager Transport), Mr N Bryan (Transport Policy Analyst), and Mrs R Pay (Administration Officer).

Staff from Ministry of Transport and Christchurch City Council were also in attendance.

1. APOLOGIES AND WELCOME

Apologies were accepted from Mayor J Coles, Mayor J O'Neill, and Mr G Ritchie.

The Chairperson welcomed everyone to the meeting, and brief introductions were made.

2. MINUTES – 16 NOVEMBER 2005

Resolved

That the minutes of the meeting held on 16 November 2005, as circulated, be confirmed as a true and accurate record.

Cr Waters – Dr Kissling

Dr Kissling noted a small amendment to item 7 of the minutes. In seconding the motion, he is referred to as Cr Kissling. This should read Dr Kissling.

3. MATTERS ARISING

Nil.

4. DEPUTATIONS AND PETITIONS

Nil.

MATTER RECOMMENDED TO COUNCIL

5. MEMBERSHIP OF REGIONAL LAND TRANSPORT COMMITTEE

It was timely to consider membership of the committee in the light of a request received from Christchurch City Council (CCC) seeking to appoint Mayor Garry Moore to the Regional Land Transport Committee, and the abolition of Banks Peninsula District Council.

Two options were available to incorporate CCC's desire to have the mayor on the committee – for the Committee to recommend amendment of the terms of reference to allow three members from CCC, or for the CCC to replace an existing member with the mayor. (It was noted that if the membership was increased, it was up to the CCC to recommend who that extra member would be.)

It was noted that increasing the number of CCC representatives on the committee would not increase the overall committee size, as the membership had decreased by one following the abolition of Banks Peninsula District Council.

There were differing views on whether the terms of reference should require two or three members from the CCC:

- Some considered that the differing needs of the former Banks Peninsula area required special representation
- Others felt that all territorial authorities had a wide variety of issues in their districts, and the enlarged CCC area was no different

During discussion on this item, members were reminded of the importance of appointing alternate members to ensure representation at all times.

Recommended

That the Regional Land Transport Committee recommend to the Canterbury Regional Council:

- (a) *that the Terms of Reference for the Canterbury Regional Land Transport Committee be amended to:*
- *allow for three members representing Christchurch City Council*
 - *delete reference to a member from the abolished Banks Peninsula District Council*
- (b) *That Mayor Garry Moore be appointed as the additional Christchurch City Council representative on the Canterbury Regional Land Transport Committee.*

Cr Shearing – Dr Kingham

MATTERS RESOLVED BY THE COMMITTEE

6. SUBMISSION ON TRANSIT NEW ZEALAND'S DRAFT 2006/07 – 2015/16 10-YEAR STATE HIGHWAY FORECAST

Submissions on Transit NZ's Draft 2006/07-2015/16 10-Year State Highway Forecast (Draft Forecast) closed on 24 March 2006. A draft submission was lodged before this date, with arrangements being made for updates to be lodged if necessary following this committee meeting.

Mr Colin Knaggs, the Transit NZ representative on the committee, gave a presentation to the meeting backgrounding the development of the Draft Forecast and noting it is based on reduced revenue projections and increased costs of construction and maintenance.

Environment Canterbury staff outlined the points raised in the draft submission. The submission was prepared following discussion by the Technical Officers' Group, and is consistent with previous submissions. Key points were highlighted, and the Committee was asked to identify any amendments required to the submission.

There was lengthy discussion on the rankings of projects in the forecast, but the committee was mindful that it should concentrate on the new projects added into the list, and on any that have fallen off the list.

Members sought clarification on several issues, including timing of funds becoming available to start projects and the possibility of debt funding of new projects, especially from Regional 'R' funding.

Several particular issues were identified requiring amendment of the submission:

- The committee was agreed that the Mingha Bluff to Rough Creek investigation project should be reinstated onto the list and that this aspect of the submission should be emphasised.
- Stronger emphasis should also be given to the delay in the Christchurch Southern Motorway Extension project, and that Canterbury should be receiving N funding for its top ranked projects.
- Stronger emphasis was required on the issue of timing of the availability of the information. Councils' LTCCPs required some certainty in expenditure, and this is not possible if the relevant Transit NZ and Land Transport NZ documents are not available in time. There is a very real chance that Councils' significance policies could be triggered.
- Further explanation was sought on safety issues along the Kaikoura section of State Highway 1, particularly noting the Okarahia North realignment and passing lanes as key projects to address them.

The Committee suggested that it could be useful if the Environment Canterbury Chairman attended the hearings for presentation of the Committee's submission.

Resolved

- (a) That the Regional Land Transport Committee receives the report "Submission on Transit New Zealand's Draft 2006/07 – 2015/16 10-Year State Highway Forecast".*
- (b) That the Regional Land Transport Committee approves the Draft Submission, as amended, on Transit New Zealand's Draft 2006/07 – 2015/16 10-Year State Highway Forecast.*
- (c) That the Chair of the Regional Land Transport Committee represents the committee at the hearings on 7 April 2006.*

Cr Burke – Mr Goodwin

Ms Curtis abstained from voting on the above resolutions.

7. SUBMISSION ON DRAFT NATIONAL LAND TRANSPORT PROGRAMME

Release of the Draft National Land Transport Programme (NLTP) was originally expected early in March but had not been released prior to the meeting. Ms J Curtis, the Land Transport New Zealand representative on the committee, explained that a Draft NLTP was now not going to be released at all as it is not practical to release a draft programme whilst there is a lack of certainty about the level of funding. This is not expected until the release of the central government Budget on 18 May.

The following points were also noted:

- It is the Board of Land Transport NZ that allocates the R funding, but the views of the RLTC are given significant weight in their decisions.
- There is a mismatch nationally in the Draft State Highway Forecast and RLTC's forecasts. This has arisen because of the decrease in funding and forward projects being driven by existing commitments.
- There has been lower than predicted economic activity.
- There has been a 12% increase in maintenance costs for local roads.
- There has been an 8% increase in maintenance costs for state highways.
- Passenger transport cost bids have increased by 30%.
- The Policing bid is 11% above the previous allocation

The above has resulted in a huge increase in requests combined with a decrease in funding.

Resolved

That the Regional Land Transport Committee receives the report "Submission on Draft National Land Transport Programme".

Cr Waters – Dr Kissling

MATTERS FOR INFORMATION

8. PRESENTATION BY CANTERBURY DISTRICT HEALTH BOARD

Dr Lynley Cook, Public Health Physician, Community and Public Health, Canterbury District Health Board (CDHB), and member of the Regional Land Transport Committee, made a presentation to the Committee entitled "Transport and Health".

Dr Cook's presentation referred to the NZ Transport Strategy objectives, the Regional Land Transport Strategy goals, and how these fit in with the CDHB priorities and goals. She also provided details of links between transport and health, and spoke about Health Impact Assessments and the Urban Development Strategy.

Members of the Committee found the presentation very interesting, and the Chairperson thanked Dr Cook for her presentation.

Resolved

That the Regional Land Transport Committee receives the report "Presentation by District Health Board".

Dr Kissling – Cr Seddon

9. DRAFT CANTERBURY REGIONAL PASSENGER TRANSPORT PLAN 2006

Nick Bryan presented this report to the Committee on the progress on updating the Canterbury Regional Passenger Transport Plan (RPTP). Two types of changes have been made:

- improvements to the general structure, content and terminology
- changes to policy

The policy changes were divided into six main areas:

- Consolidation of policies relating to infrastructure
- Maximum allowance vehicle chassis age

- Clarifying service reliability policy
- Policy to set minimum acceptable operating speed
- Clarifying cost recovery policies
- Improved equity of reduced fare policy

Cr Broughton referred to the proposed amendment of the policy on reduced fares for those qualifying persons with a congenital or intellectual disability. She said that although this change may make economic sense, it does not make social sense. Staff confirmed that it had been a difficult decision, and legal advice had been sought.

Mr Wearing suggested that Canterbury is behind the rest of the world in encouraging the elderly to use the buses. Many overseas cities provide free travel for elderly citizens.

The Chairperson said there had been submissions on these issues last time the plan was reviewed, but the simple fact of the matter is that if free travel is provided for one sector of the population, everyone else has to pay more. It is felt that the fares in Christchurch are low, and surveys of bus users highlight very little dissatisfaction amongst these groups with the cost of the service.

Dr Kingham suggested that if half-price off-peak fares were offered, more people might use the buses and the extra passenger numbers would make up for any loss in revenue. The Portfolio Manager Jill Atkinson said that it is Environment Canterbury policy to have fares as low as possible across the board; fares in Canterbury are the lowest in the country.

Phil Falloon referred to the need for new subdivisions to have roads wide enough for buses. The Chairperson confirmed that road widths are the responsibility of district councils.

Resolved

That the Regional Land Transport Committee receives the report "Draft Canterbury Regional Passenger Transport Plan 2006".

Cr Broughton – Cr Shearing

10. CANTERBURY MAYORAL FORUM MEETING ON TRANSPORT ISSUES

Nick Bryan presented highlights from a presentation on transport issues made to the Mayoral Forum on 20 March 2006. The presentation to the Forum included addresses by the Chief Executives of Land Transport New Zealand and Transit New Zealand, as well as Ken Tremaine (on the Bay of Plenty Smart Growth Project). There was then a chance for mayors to outline their district programmes, followed by discussion on a co-ordinated Canterbury approach.

There was general support at the Mayoral Forum for an integrated approach to transport and planning on a region-wide basis.

Bryan Jenkins, Chief Executive of Environment Canterbury, confirmed that a summary document prepared following the Mayoral Forum was being distributed to territorial authorities today. This document summarises issues to be raised at the political level in Wellington. He confirmed that this document could be made available to RLTC members.

There was some discussion on FAR (financial assistance rates) funding, with Cr Tasker noting that a number of rural councils are receiving less funding this year than

last year. The Land Transport New Zealand representative confirmed FARs are calculated on an annual basis, using a complex formula based on land values and other factors. These rates have been fairly static for the last two years, but the Board determined a review was necessary this year.

Mayor Jackson referred to the success of the Bay of Plenty Growth Project, noting that it was more than just a growth strategy – it was linked to economic development and economic growth. Such a project in Canterbury would need to be more than the UDS, it would need to be linked to the work of the CDC and others. It would need a robust growth and development plan that related to a transport plan.

Resolved

That the Regional Land Transport Committee receives the report “Canterbury Mayoral Forum Meeting on Transport Issues”.

Cr Burke – Mayor Jackson

11. NOTICES OF MOTION

Nil.

12. EXTRAORDINARY AND URGENT BUSINESS

Nil.

13. QUESTIONS

Nil.

14. NEXT MEETING – 21 JUNE 2006

15. CLOSURE

The meeting concluded at 12.45 p.m.

CONFIRMED

Date _____

_____ Chairperson

AGENDA ITEM NO: 5	SUBJECT MATTER: THE ROLE OF THE REGIONAL LAND TRANSPORT STRATEGY IN IMPLEMENTING THE GREATER CHRISTCHURCH URBAN DEVELOPMENT STRATEGY
REPORT: Regional Land Transport Committee	DATE OF MEETING: 21 June 2006
FILE REFERENCES:	PORTFOLIO: Regional Land Transport PROJECT: OUTPUT:
REPORT BY: Laurie McCallum Energy, Transport and Built Environment Policy Manager	ENDORSED BY: John Talbot Director Policy and Planning

PURPOSE

To receive information regarding the Greater Christchurch Urban Development Strategy (UDS) and consider the potential for the Regional Land Transport Strategy to form one of the principle implementation tools for the strategy.

ATTACHMENT

Urban Development Strategy Completion Timetable

BACKGROUND

The UDS is a collaborative initiative involving the Christchurch City Council, Selwyn and Waimakariri District Councils, Environment Canterbury and Transit New Zealand. The UDS has been set up to prepare a strategy to manage predicted growth in the Greater Christchurch area.

The following organisations have appointed representatives, who meet regularly along with a cross-section of local leaders drawn from community, business and government organisations. This combined group is called the **UDS Forum**. Bob Parker, Christchurch City Councillor, is Chairperson and Spokesperson for the UDS Forum. The participating organisations and their representatives are:

Christchurch City Council:

Councillors Helen Broughton, Sally Buck, Bob Parker, Bob Shearing and Sue Wells (Mayor Garry Moore alternate)

Environment Canterbury:

Councillors Richard Budd and Alec Neill (Ross Little alternate)

Selwyn District Council:

Councillors Annette Foster and Deborah Hassan (Jens Christensen and Lindsay Philps alternates)

Transit New Zealand:

Colin Knaggs

Waimakariri District Council:

Councillors Kath Adams and Kevin Felstead

Key Stakeholders Group:

- Dr Mel Brieseman, Canterbury District Health Board
- Steven Collins and Peter Townsend, Canterbury Employers' Chamber of Commerce
- Rob Churcher, The Property Council
- Dr Simon Kingham, University of Canterbury
- David O'Connell, Ngai Tahu
- Max Percasky, The Palms Mall
- Pam Richardson, Federated Farmers
- Ministry of Education
- Dr Morgan Williams, Parliamentary Commissioner for the Environment

ISSUES THAT WILL BE CONSIDERED THROUGH THE UDS PROJECT

The UDS project aims to tackle more than just the issue of population growth. While deciding where an extra 120,000 people will live in 2041 is a top priority, of equal importance from transportation perspective are issues such as;

- the form of future development,
- where future business and commercial land will be,
- how land use patterns can be arranged to minimise travel patterns,
- the possibility for a broad range of actions such as travel demand management and public transport to assume a greater role than currently.

CONSULTATION ON THE UDS PROJECT

In April-May of 2005, a consultation on four options for managing this predicted growth resulted in over 3,250 submissions being received. Almost all submitters were pleased that the UDS partners were choosing to work together towards a more effective long-term plan for Greater Christchurch and urged them to continue engaging their communities in the process.

Results

Overall, 63% of the 3200 submissions preferred Option A, to concentrate development within Christchurch City and other larger towns in surrounding districts. Another 22% wanted Option B, which balances future urban development between existing built areas, with some expansion into adjacent areas. Only 2% wanted Option C, which allows more dispersed development beyond established areas, with 3% preferring Business as Usual, which would mean continuing current trends and each authority continuing to plan for growth on their own, without any reference to neighbouring authorities. This only adds up to 90% because some selected none of the above with most proposing an option with greater urbanisation than was presented in Option A.

Some submissions opted for a mix of A and B, saying that A was their preference but it did not go far enough on sustainability issues. A few suggested that a strong sustainability option should have been included.

Common themes

Submitters raised a number of common issues, whether they lived in Waimakariri, Selwyn, Banks Peninsula or the city, common issues related to transport in the area included:

- A need for passenger rail in the future, using existing rail transport corridors between Rangiora, Kaiapoi, Rolleston, Lincoln, Lyttelton and Christchurch;
- Need to focus on the development of urban villages or neighbourhood activity centres designed around walking and cycling;
- Need for transport planning to be aligned to land development;

- Questioning population projections and whether there was a need for any further population growth at all;
- Questioning the influence of future oil price increases and whether this had been factored into future planning processes, and
- The importance of developing and using excellent urban design principles that include energy-efficient homes with public/green space.

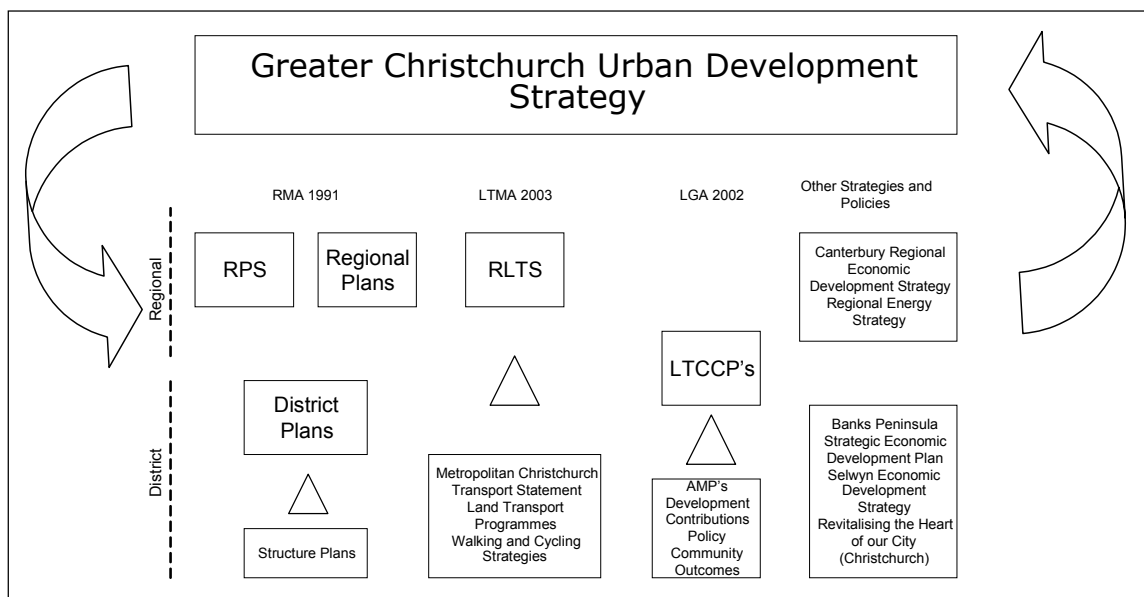
RLTS A KEY IMPLEMENTATION TOOL FOR UDS

Successfully anchoring the UDS strategy implementation is a critical success factor if the strategy is to effectively steer future growth in Greater Christchurch.

The key tools for implementation across the boundaries of the various local authorities have been identified as;

- an urban growth management change to the Regional Policy Statement for metropolitan Christchurch,
- amendments to the Regional Land Transport Strategy to incorporate the strategic transport system for metropolitan Christchurch,
- amendments to long term council community plans,
- District plan changes or variations.

One view of how growth management and implementation tools relate is provided in the following diagram:



It can be seen from both the legislative compliance requirements and the implementation tools, that there is a key role at a regional level for both the RPS and the RLTS.

In order to promote an understanding of the potential for these tools in implementing the UDS, it is proposed that a draft amendment to the RPS form part of the Draft Urban Development Strategy as an appendix when it is released for consultation.

It is also suggested that a brief scoping document, outlining the role of the RLTS in UDS implementation and how the RLTS might be altered to reflect the UDS, also be attached as an appendix.

This appendix would:

- Describe the links between the UDS and transport: in particular the land use / transport corridor approach being taken to ensure there is good linkage between activity patterns which span local government boundaries and the future transport system necessary to support them.
- Outline the key requirements of the LTMA 2003.
- Describe Governments approaches to transportation funding through;
 - the Land Transport New Zealand National 10 year programme,
 - Transit New Zealand's 10 year programme,
 - Crown Grant approach to funding transport gaps.
- Detail a process for changing the RLTS through an integrated land use / strategic transport system (including corridors) approach in order to meet the Governments requirements that key transport projects are supported by the RLTS.
- Outline how the RLTS might to be changed to reflect the UDS

CHANGING THE REGIONAL LAND TRANSPORT STRATEGY

Once the UDS has been adopted, the RLTS will need to be changed in a manner that assists implementation of the strategy. An agreed long-term land use pattern will assist the RLTS achieve transport integration.

The following process was suggested by Rick Van Barneveld (CEO of Transit NZ) in a presentation to the Canterbury Mayoral Forum, earlier this year:

- "We need a regionally agreed growth strategy"
- "We need a regionally agreed transport strategy"
- "We need agreement on priorities"
- "We need a regionally agreed funding strategy"

REGIONAL IMPLEMENTATION PLAN AND UDS

The RLTC resolved at its meeting on 16 November 2005 to oversee development of a Regional Implementation Plan by the Canterbury Technical Officers' Group (TOG). This region wide implementation plan can be integrated with the outcomes of the UDS. The work undertaken by the TOG in developing the plan will take into account the direction provided by the UDS for metropolitan Christchurch in order to avoid duplication and ensure the activities identified are aligned with the UDS outcomes.

The parallel development of the implementation plan should ensure appropriate and mutually supportive actions are identified throughout Canterbury.

TIMEFRAME FOR UDS DEVELOPMENT

The milestones and the completion timetable for the study are provided in Attachment 1.

Key dates are:

- Strategy notification late September–early October
- Strategy adoption by the partners (including Transit New Zealand) in February 2007

RECOMMENDATIONS

- (a) *That the Regional Land Transport Committee receives the report “The role of the Regional Land Transport Strategy in Implementing the Greater Christchurch Urban Development Strategy”.*
- (b) *That the Regional Land Transport Committee*
- *Notes the preparation of the UDS and its proposed timeline for completion.*
 - *Notes the importance of the RLTS as a key implementation tool for the UDS.*
 - *Agrees that consultation material for the UDS contain an explanatory appendix on the potential of the RLTS for UDS implementation and outlines how the RLTS might be changed to reflect the UDS*
 - *Receives a progress report on the use of the RLTS to implement the UDS at the RLTC meeting in September 2006.*
 - *Notes the need to change the RLTS to reflect the Final UDS*

Attachment 1

Urban Development Strategy Completion Timetable

UDS DEVELOPMENT PROCESS TIMETABLE (v.3) 01-05-06					
No.	Integrated Urban Design*	Dates 2006		Strategy Development	No.
1.	FOUNDATIONS a) Project set-up meeting(s) b) Familiarisation with the compendium of existing UDS info	9 May - 10 May	mid March - mid May	STRATEGY DOCUMENT DRAFTING a) Form drafting team b) Commence drafting c) Brief Activity/Asset Managers	1.
2.	SCOPING SESSIONS & TECHNICAL ENQUIRY a) Scoping Sessions: - UDS Management Team - Partner Council Mayors & CEOs b) Technical Enquiry: - Activity/Asset Managers	31 May – 1-2 June 29-30 May	late May - late June	UDS PARTNER ENGAGEMENT & INPUT INTO DRAFT STRATEGY DOCUMENT a) UDS Partner engagement on & input into Draft Strategy Document: - Activity/Asset Managers - CEs, UDS Forum, & Partner Council Elected Members	2.
3.	PRE-WORKSHOP MEETING WITH UDS MANAGEMENT TEAM	11-12 July	late June	FIRST DRAFT OF STRATEGY DOCUMENT a) Inputs: - CEs, UDS Forum, & Partner Council Elected Members Draft Strategy Document input - "Charette" Focus Group & Technical Sessions outcomes b) Management Team peer review	3.
4.	INQUIRY BY DESIGN (PART 1) a) Workshop 1: - Regional/Subregional Structure with the "Top 50" submitters / stakeholders - Activity/Asset Managers	31 July - 4 August			
5.	INQUIRY BY DESIGN (PART 2) b) Workshop 2: - Local Area Frameworks (local "ground-proofing" of regional/subregional structure) with the "Top 50" submitters / stakeholders - Activity/Asset Managers	28 August - 1 September	late September	FINAL DRAFT OF STRATEGY DOCUMENT a) Inputs: - "Charette" Workshops 1 & 2 outcomes a) Presentation of Final Draft Strategy Document to UDS Partners c) Iterative amendments to Final Draft Strategy Document	4.
			late September - early October	STRATEGY DOCUMENT NOTIFICATION a) UDS Partner adoption of Strategy Document & agreement to notify b) Notification of Strategy Document for public consultation	5.
6.	PRESENTATIONS a) Presentation to UDS Partners b) Presentation to public	5-6 October	October	PUBLIC CONSULTATION	6.
7.	REPORT a) Compile draft report b) Revisions as required c) Final report	November	early November - late January	PUBLIC SUBMISSIONS a) Receipt of public submissions b) Summation, analysis, & reports c) Hearings d) Decisions and Strategy Document iteration	7.

UDS DEVELOPMENT PROCESS TIMETABLE (v.3) 01-05-06

<i>No.</i>	<i>Integrated Urban Design*</i>	<i>Dates</i>	<i>Strategy Development</i>	<i>No.</i>
		2006		
		2007		
		February	UDS PARTNER ENGAGEMENT & ADOPTION OF STRATEGY DOCUMENT a) CEs briefing b) UDS Forum, & Partner Council Elected Members briefings c) Partner adoption of Strategy Document	8.
		March	STRATEGY DOCUMENT LAUNCH a) Strategy launch by Prime Minister	9.
8.	IMPLEMENTATION INPUT a) Review of "Charette" outcomes, gaps b) Implementation / Strategy actions input	February - April →	IMPLEMENTATION a) Ongoing work on Strategy actions b) Formal implementation structure agreed c) Formal monitoring and review agreed	10.
		March - April	UDS PARTNER ENGAGEMENT a) CEs b) UDS Forum, & Partner Council Elected Members	11.
		May - onwards	IMPLEMENTATION TOOLS a) UDS Partner LTCCPs, RLTS, RPS alignment / amendment	12.

AGENDA ITEM NO: 6	SUBJECT MATTER: SUBMISSION ON LAND TRANSPORT NEW ZEALAND'S PROPOSALS FOR COMMUNITY FOCUSED LAND TRANSPORT ACTIVITIES
REPORT: Regional Land Transport Committee	DATE OF MEETING: 21 June 2006
FILE REFERENCES:	PORTFOLIO: Regional Land Transport PROJECT: OUTPUT:
REPORT BY: Nick Bryan Transport Policy Analyst	ENDORSED BY: John Talbot Director Policy and Planning

PURPOSE

For the Canterbury Regional Land Transport Committee to consider and endorse a submission to Land Transport New Zealand on proposals for Community Focused Land Transport Activities.

ATTACHMENT

Community focused land transport activities consultation document
Proposed changes to apply from 1 July 2007

BACKGROUND

Information concerning the release of a consultation document by Land Transport New Zealand on proposals for Community focused land transport activities was received on 9 June 2006.

The following background information is taken from the consultation document. The full document is attached.

The establishment of Land Transport New Zealand (Land Transport NZ) in December 2004 brought together land transport safety activities and programmes previously managed by the Land Transport Safety Authority (LTSA), and the National Land Transport Programme (NLTP) previously managed by Transfund New Zealand. The new organisation has broader objectives and more extensive requirements for land transport planning, programming and funding.

The Land Transport Management Amendment Act 2004 requires that research, education and training activities, land transport activities delivered by New Zealand Police and other activities previously in the Safety Administration Programme (SAP) be included in the NLTP from 1 July 2006. This integration was signalled in the 2005/06 SAP and in the NLTP guidelines for 2006/07 land transport programmes.

The Community Road Safety Programme (CRSP) has made a valuable contribution to road safety by supporting local communities to participate in the development and delivery of community road safety activities. Land Transport NZ intends to build on this model for a wider range of initiatives with more formal involvement of local authorities.

Land Transport NZ has now developed draft operational policy and procedures for integrating the CRSP and other community focused activities into the NLTP. The draft operational policy and procedures are set out in this consultation document. When finalised, the policy and procedures will be incorporated into Land Transport NZ's Programme and funding manual.

Land Transport NZ will also produce a stand-alone reference document that brings together all aspects of community focused land transport activities, including references to the extensive range of resource materials that are available, and which are currently being updated and broadened to address the objectives and requirements of the Land Transport Management Act 2003 (LTMA).

PURPOSE OF CONSULTATION

The purpose of the consultation document is to seek views on proposed changes to the planning, funding and managing of community focused land transport activities. The changes will involve integrating these activities within the National Land Transport Programme (NLTP) from 2007/08 onwards.

SCOPE OF CHANGES

The proposed changes cover:

- programming, funding and management of the CRSP,
- programming, funding and management of Safer Routes projects,
- programming and funding of travel behaviour change activities,
- associated adjustments to work categories.

SUBMISSION FROM RLTC

Land Transport New Zealand are proposing in this document significant changes to the way in which funding for some important aspects related to land transport is to be delivered. There are potentially significant impacts to some activities within the region, especially in the area of safety that could result from these changes.

Given the timing of the release of this document there has not been sufficient time to consider the changes proposed and draft a submission for circulation with these papers. A draft submission will be prepared in time to be tabled and considered at the RLTC meeting on the 21st June.

RECOMMENDATIONS

- (a) That the Regional Land Transport Committee receives the report "Submission on Land Transport New Zealand's Proposals for Community Focused Land Transport Activities".*
- (b) That the Regional Land Transport Committee endorses a Submission* to Land Transport New Zealand on the proposals contained within the consultation document entitled Community focused land transport activities.*

* Draft submission to be tabled at the meeting

Community focused land transport activities

Consultation document

Proposed changes to apply from 1 July 2007

June 2006

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1 Introduction

1.1 Purpose

The purpose of this consultation document is to seek views on proposed changes to the planning, funding and managing of community focused land transport activities. The changes will involve integrating these activities within the National Land Transport Programme (NLTP) from 2007/08 onwards.

1.2 Background

The establishment of Land Transport New Zealand (Land Transport NZ) in December 2004 brought together land transport safety activities and programmes previously managed by the Land Transport Safety Authority (LTSA), and the National Land Transport Programme (NLTP) previously managed by Transfund New Zealand. The new organisation has broader objectives and more extensive requirements for land transport planning, programming and funding.

The *Land Transport Management Amendment Act 2004* requires that research, education¹ and training activities, land transport activities delivered by New Zealand Police and other activities previously in the Safety Administration Programme (SAP)² be included in the NLTP from 1 July 2006. This integration was signalled in the 2005/06 SAP and in the NLTP guidelines for 2006/07 land transport programmes.

Land Transport NZ has the functions of promoting land transport safety and sustainability, and wants to do this in a more integrated manner. The Community Road Safety Programme (CRSP) has made a valuable contribution to road safety by supporting local communities to participate in the development and delivery of community road safety activities. Land Transport NZ intends to build on this model for a wider range of initiatives with more formal involvement of local authorities.

Land Transport NZ has now developed draft operational policy and procedures for integrating the CRSP and other community focused activities into the NLTP. The draft operational policy and procedures are set out in this consultation document. When finalised, the policy and procedures will be incorporated into Land Transport NZ's *Programme and funding manual*.

Land Transport NZ will also produce a stand-alone reference document that brings together all aspects of community focused land transport activities, including references to the extensive range

¹ Throughout this document the term 'education' includes provision of information and advice, promotion, advertising, marketing, and similar activities.

² The Safety Administration Programme (SAP) included the Community Road Safety Programme (CRSP), road safety advertising, school road safety education, Safer Routes projects, and walking and cycling initiatives.

of resource materials that are available, and which are currently being updated and broadened to address the objectives and requirements of the *Land Transport Management Act 2003* (LTMA).

1.3 Scope of changes

The proposed changes cover:

- programming, funding and management of the CRSP
- programming, funding and management of Safer Routes projects
- programming and funding of travel behaviour change activities
- associated adjustments to work categories.

1.4 Consultation

Land Transport NZ is distributing this consultation document, *Community focused land transport activities*, to all approved organisations (local authorities, Transit New Zealand (Transit NZ) and approved public organisations), affected community groups and Local Government New Zealand (LGNZ). This consultation process is in accordance with Land Transport NZ's documented consultation and communication policy.

An online version of this consultation document and the consultation questionnaire (Appendix B) are provided on Land Transport NZ's web site: www.landtransport.govt.nz.

Land Transport NZ welcomes questions, comments and suggestions on the proposed procedures for planning, programming, funding and managing of community focused land transport activities described in this consultation document.

Please address any questions in the first instance to your local Land Transport NZ regional office. The contact details are on the back cover of this consultation document.

The closing date for submissions is **Monday 24 July 2006**.

A summary of submissions, and Land Transport NZ's decisions, will be posted on Land Transport NZ's web site and will be sent to all approved organisations.

2 Community Road Safety Programme

2.1 Current arrangements

The CRSP is currently funded and managed directly by Land Transport NZ and has been included in Land Transport NZ's Land Transport Programme for 2006/07. It was previously part of the Safety Administration Programme (SAP).

The CRSP has made a valuable contribution to road safety by supporting community groups to take ownership and delivery of road safety activities in their communities. To allow time to work through practical options for the future of the CRSP, Land Transport NZ decided that planning, funding and delivery arrangements for the CRSP will remain in place and be managed as part of its land transport programme³ for 2006/07. This was set out in the NLTP guidelines for 2006/07 land transport programmes.

The CRSP consists of five separate components:

- community development – general fund
- community development – dedicated fund
- community road safety programmes – general fund
- community road safety programmes – dedicated fund
- supporting community road safety advertising.

The dedicated fund is for Maori and other ethnic groups. Community development involves working with communities to identify road safety issues and includes professional development (training) of CRSP stakeholders. Community road safety programmes are programmes that have been endorsed by Land Transport NZ and for which operational policy has been prepared (these generally evolve from road safety initiatives developed by communities).

Approximately 170 organisations are involved, of which 41 are territorial authorities and seven are regional authorities. Total funding for the CRSP, including associated advertising, is approximately \$7 million per year, of which about \$5 million is currently paid to local authorities.

2.2 Proposed changes

Land Transport NZ proposes to build on the CRSP model for a wider range of initiatives, but with more formal involvement of local authorities. It is intended that the CRSP (including supporting local advertising) will be broadened to also address sustainability issues, and will become part of the main NLTP from 2007/08.

³ Land Transport NZ annually prepares a land transport programme under s 12A of the *Land Transport Management Act 2003*.

There are a range of community focused activities that can be used to address land transport sustainability, including encouraging land transport users to make appropriate mode choices by planning their travel. Land Transport NZ proposes that travel planning be integrated with road safety planning at the community level.

The intention is that local authorities will identify the need for community focused land transport safety and sustainability activities as part of their community outcomes and action planning processes. They will then include these activities in their long-term council community plan (LTCCP). Approved organisations⁴ will request funding for community focused activities from Land Transport NZ in their annual land transport programme (LTP).

Land Transport NZ will provide advice and assistance to the approved organisations instead of dealing directly with community groups.

2.3 Rationale

The rationale for integrating the CRSP into the NLTP is, in summary:

- a) **To integrate safety activities with sustainability (including travel planning) and infrastructure activities** - The LTMA requires an integrated approach to land transport funding and management. Having the CRSP as a separate programme outside the land transport programme (LTP) process does not readily facilitate integrated planning, management and implementation of programmes. It is more and more apparent that safety and sustainability need to be considered together in strategies, action plans, education programmes, engineering works and enforcement activities. It is also important to have decisions about infrastructure integrated with decisions about users of the infrastructure.
- b) **To have local authorities more involved with consultation, planning and management of activities affecting the well-being of their communities** – The *Local Government Act 2002* is clear that it is the role of local government to enable democratic local decision making and action by and on behalf of communities, and to promote the social, economic, environmental and cultural well-being of communities. Having a central government agency deal directly with community groups (as is the current situation with the CRSP) cuts across this role. Whereas, encouraging local authorities to be fully involved with community focused land transport activities should lead to better planning of activities to address local issues.
- c) **To reduce bureaucracy for local government** – Currently there are separate agreements between Land Transport NZ and local authorities for each CRSP project as well as the annual LTP agreement. Integrating the CRSP process with the NLTP eliminates the need for these separate agreements and the associated administration.

⁴ The *Land Transport Management Act 2003* defines 'Approved Organisations' as Transit New Zealand, regional councils, territorial authorities, the Auckland Regional Transport Authority, the Department of Conservation and the Waitangi National Trust Board.

- d) **To more efficiently utilise Land Transport NZ regional resources** - The CRSP is \$7 million out of a total of nearly \$2 billion allocated annually by Land Transport NZ. Land Transport NZ wants to restructure and refocus its regional staff resources to carry out its 'assist and advise' function in an effective and efficient manner.

2.4 Implications

Making the CRSP part of the NLTP involves a number of changes:

	Current	Proposed
Focus	Road safety	Safe and sustainable use of the land transport system
LTMA consultation	Undertaken by Land Transport NZ with national organisations and by local authorities on behalf of Land Transport NZ	Undertaken by approved organisations
Programming	Undertaken by Land Transport NZ	Undertaken by approved organisations (in LTP)
Funding limits	Five separate funds totalling \$7 million per year	Three work categories with no specified funding limit and with no dedicated fund for ethnic groups
Funding for local authorities	Grant contribution with encouragement of supplementary funding	Financial assistance using a financial assistance rate (FAR) applied to the total cost of the project
Funding for community groups	Grant contribution direct to some community groups with encouragement of supplementary funding	Financial assistance through approved organisations
Funding agreement	Individual contract between Land Transport NZ and the local authority or community group for each project	Part of the annual LTP agreement between Land Transport NZ and the approved organisation
Management	Land Transport NZ regional staff	Approved organisations

2.5 Community programme pilot

A pilot project involving selected local authorities and community groups in the Canterbury and Waikato regions has been implemented to test the practical application of the proposed CRSP integration policies, and to provide feedback to Land Transport NZ to assist with the design of support systems, resources and advice. The pilot project complements the consultation set out in this document.

2.6 Funding agreement

To ensure that CRSP delivery is not reduced as a result of the proposed changes, Land Transport NZ intends to include an expectation about this in the annual LTP funding agreement with each approved organisation. They will also provide advocacy at regional land transport committees and

assistance and advice to approved organisations. Land Transport NZ regional staff will provide advice and assistance to local authorities and community groups throughout the change period.

The annual LTP funding agreement will also replace the current individual CRSP contracts with local authorities. There will no longer be a direct agreement between Land Transport NZ and community groups. Local authorities will be responsible for arranging the delivery of approved CRSP activities.

3 Safer Routes projects

3.1 Current arrangements

Safer Routes projects currently have the main objective of improving safety for cyclists and pedestrians in communities where there is a high risk of injury. The projects rely on community participation in risk identification and development and implementation of solutions, and use a specially appointed facilitator for each project. There are currently eight Safer Routes projects being undertaken by local authorities. Each project has an allocation of about \$80,000 spread over three financial years. Total estimated Land Transport NZ funding for Safer Routes in 2005/06 is \$185,000.

This initiative is part of the Road safety to 2010 strategy and is still in a development phase. It is currently funded separately from the NLTP process.

3.2 Proposed changes

Land Transport NZ proposes to bring Safer Routes projects into the NLTP and, from 2007/08, to broaden their focus from safety to also encompass sustainability (mode use and accessibility) issues.

It is proposed that, from 2007/08, Safer Routes projects will be named 'neighbourhood accessibility plans' as this more correctly describes the activities involved. The term 'neighbourhood' is more appropriate than 'community' because it implies a geographical area, rather than a group or groups with a particular interest. The desired outcomes of neighbourhood accessibility plans are very similar to school and workplace travel plans, and will be treated in a similar manner for purposes of funding and management.

From 2007/08, Land Transport NZ proposes that neighbourhood accessibility plans will be divided into three components for purposes of funding and management:

- a) **Facilitation/coordination** – will be funded under the community coordination work category. This will provide for permanent integrated liaison with community groups, and include evaluation and reporting of all community focused activities.
- b) **Preparation of the plan and designing the interventions** - this component will be assessed and funded under the community programmes work category. It will involve collecting information, consulting and identifying issues, and designing education, engineering and enforcement interventions.
- c) **Implementation of the planned interventions** – will be assessed and funded from appropriate work categories: education from the broadened community programmes and community advertising work categories; engineering from the walking and cycling facilities work categories, minor safety works category, etc; enforcement from the NZ Police road

policing category; and school road safety education from NZ Police or Land Transport NZ's national education programmes.

3.3 Rationale

The rationale for integrating Safer Routes projects into the NLTP is, in summary:

- a) **To integrate safety activities with sustainability, accessibility and infrastructure activities** - Having Safer Routes as a separate programme outside the approved organisation land transport programme (LTP) process does not facilitate integrated planning, management and implementation.
- b) **To move Safer Routes projects out of the development phase** – Safer Routes projects have been a development initiative initially implemented by the Land Transport Safety Authority. A standard resource kit is being prepared for the broadened neighbourhood accessibility plans, which will be available to all approved organisations.
- c) **To more efficiently utilise Land Transport NZ resources** – As part of restructuring and refocusing its resources, Land Transport NZ proposes to withdraw from specialised funding management for Safer Routes projects, but will continue to provide policy and technical guidance to approved organisations as part of its 'assist and advise' function.

3.4 Implications

Making Safer Routes projects part of the NLTP involves a number of changes:

	Current	Proposed
Focus	Safe routes for pedestrians and cyclists	Safety and accessibility for pedestrians, cyclists and passenger transport users within a neighbourhood
LTMA consultation	Undertaken by Land Transport NZ with local authorities and affected groups	Undertaken by approved organisations
Programming	Undertaken by Land Transport NZ	Undertaken by approved organisations (in LTP)
Funding limits	Four projects of about \$80,000 per year	Three work categories with no specified funding limit
Funding for local authorities	Grant contribution to the local authority to employ a facilitator and contribute other professional services	Financial assistance using a financial assistance rate (FAR) applied to the total cost of the project
Funding agreement	Individual contract between Land Transport NZ and the local authority for each project	Part of the annual LTP agreement between Land Transport NZ and the local authority
Management	Local authorities with detailed guidance from Land Transport NZ programme manager	Approved organisations with advice and assistance from Land Transport NZ regional staff

3.5 Funding agreement

Existing Safer Routes project agreements will continue to apply for projects initiated prior to 2006/07.

Safer Routes projects commencing in 2006/07 will be subject to the financial assistance policy set out in section 6.2 of this consultation document.

From 2007/08, funding for all neighbourhood accessibility plans will come under the annual LTP funding agreements with approved organisations.

4 Travel behaviour change activities

4.1 Current arrangements

The objective of travel behaviour change (TBhC) activities is to encourage people to voluntarily change their travel behaviour by providing information and incentives for them to utilise modes of travel other than single-occupant private cars and to, where appropriate, reduce the overall requirement for travel. Travel plans are currently the main type of TBhC activity. Land Transport NZ has established a separate work category for travel behaviour change activities for purposes of programming and funding.

4.2 Proposed changes

It is proposed to remove the separate travel behaviour change work category from 2007/08. TBhC activities such as travel plans and associated education initiatives will be grouped with community road safety activities in a new set of community focused work categories. Other aspects of travel behaviour change will be included in the more general travel demand management (TDM) work category. The work category structure is described in more detail in section 5 of this consultation document.

It is proposed that, from 2007/08, travel planning will be divided into three components for purposes of funding and management:

- a) **Facilitation/coordination** – will be funded under the community coordination work category. This will provide for permanent integrated liaison with community groups, and include evaluation and reporting of all community focused activities.
- b) **Preparation of the plan and designing the interventions** – will be assessed and funded under the community programmes work category. It will involve collecting information, consulting with the community, identifying issues and designing education, engineering and enforcement interventions.
- c) **Implementation of the planned interventions** – will be assessed and funded from appropriate work categories: education from the broadened community programmes and community advertising work categories; engineering from the walking and cycling facilities work categories, minor safety works category, etc; passenger transport improvements from passenger transport work categories; enforcement from the NZ Police road policing category; school road safety education from NZ Police or Land Transport NZ's national education programmes.

4.3 Rationale

The rationale for integrating travel planning with other community focused activities is, in summary:

- a) **To improve efficiency and effectiveness in programme design and delivery** – Travel planning involves working with a community group to change travel behaviour towards using more sustainable modes such as walking, cycling and public transport. Safety (perceived and real) is an important aspect in decisions to change modes. There are economies of scale and increased effectiveness to be gained if safety and sustainability issues are addressed together at a community level.

4.4 Implications

A number of local authorities have already implemented travel planning activities with financial assistance from Land Transport NZ. Integrating travel planning with other community focused activities involves broadening the focus *from* just voluntary mode change *to* also considering the safety of using the land transport system. Workplace, school and personalised travel planning activities will be standardised to facilitate implementation by all approved organisations, while allowing for development of innovative initiatives to address identified local issues.

5 Work category structure for 'system use' activities

5.1 Revised structure

A revised work category structure is proposed to accommodate the integration of CRSP activities and Safer Routes projects into the NLTP – see figure 5.1. The changed work categories are coloured and are shown relative to other work categories (or work category groups).

It is proposed that the main CRSP components will remain as separate work categories, but that they will be broadened to cover sustainable use of the land transport system as well as safety. The option of having all of the broadened CRSP activities in one work category was considered, but Land Transport NZ prefers to retain the separate categories for management and reporting purposes.

5.2 System use studies

A new work category is proposed for strategies and studies relating to use of the land transport system. These strategies and studies are currently in separate work categories (refer to Land Transport NZ's *Programme and funding manual*):

- travel demand management strategies and studies are in work category 71
- travel behaviour change strategies and studies are in work category 74
- walking and cycling strategies and studies are in work category 50 for road controlling authorities and in work category 96 for regional authorities.

In future, it is expected that strategies and studies will address safety and sustainability in a more integrated manner, and that community focused activities proposed for funding in LTPs will be part of a local strategy that addresses safe and sustainable use of the land transport system.

Interventions will involve an appropriate package of coordination, education, improvements to services, improvements to infrastructure, enforcement and, in some cases, financial incentives.

Funding for system use strategies and studies will be subject to a terms of reference for the study being approved by Land Transport NZ. The terms of reference must include:

- a purpose statement
- the issues to be addressed (problem definition)
- the methodology to be used
- the timeframe
- the deliverables/outputs, and
- the cost estimate.

5.3 Travel demand management

Travel demand management (TDM) activities include:

- road tolling
- parking charges
- land use change, including access management
- urban design and renewal
- education and financial assistance for activities such as:
 - alternative work schedules
 - guaranteed ride home
 - use of non-motorised transport
 - car pooling
 - teleworking
 - commuter financial incentives.

Land Transport NZ's *Economic evaluation manual, volume 2* provides the methodology for economic evaluation of TDM activities.

5.4 Community coordination

It is proposed that the community coordination work category will provide for planning, coordination support and assistance to community groups to help them become aware of their land transport issues, and capable of developing and implementing appropriate solutions. This will bring together all the community focused coordination and facilitation functions (road safety, Safer Routes, travel behaviour change and travel plan coordinators). Land Transport NZ will continue to encourage local authorities to form clusters for purposes of community coordination.

Community coordination covers:

- coordination and facilitation (for road safety, neighbourhood accessibility planning, travel behaviour change and travel planning)
- provision of integrated advice, information and support to community groups
- evaluation and reporting of community focused activities
- education and training for coordinators and community groups.

Community coordination has the objectives of:

- encouraging community participation in land transport decision making
- assisting communities to identify their land transport issues and develop their own informed solutions
- increasing the community's capacity to address local land transport issues
- transferring expertise to communities

- developing and motivating local partnerships
- integrating activities at the local level
- generating insight on local land transport issues and new ideas that can be further developed for wider application.

The activities in this work category were previously part of the CRSP and focused on road safety. In future these activities should address all aspects of safe and sustainable use of the land transport system.

To qualify for funding under the community coordination work category, activities must relate to safe and sustainable use of the land transport system.

Facilitation for neighbourhood accessibility planning (formerly Safer Routes) will also be funded from the community coordination work category, with the plan preparation funded from the community programmes work category.

5.5 Community programmes

It is proposed that the community programmes work category will cover the following activities relating to safe and sustainable use of the land transport system:

- preparation of travel plans and neighbourhood accessibility plans (collecting information, consultation, identifying issues, deciding on and designing interventions)
- delivery of education initiatives defined in travel plans or neighbourhood accessibility plans
- delivery of standard programmes that have been evaluated and endorsed by Land Transport NZ
- delivery of education initiatives developed in conjunction with community groups.

Examples of such activities may include:

- consulting with a specific community to assess safety and accessibility issues, and working with the community to develop appropriate solutions
- education or awareness-raising activities addressing a clearly identified local land transport safety, accessibility or sustainability issue
- workshops, seminars and public meetings promoting local land transport safety, accessibility or sustainability issues, for example, presentations by health professionals on child restraint use, or the health gains of walking and cycling
- awareness-raising media activities, for example, brochures or newspaper articles promoting local road safety, walking or cycling issues or projects
- road safety, walking or cycling displays
- small-scale information gathering activities about a locally identified land transport issue, for example, attitudes of young people in a specific locality to wearing rear seat restraints.

The following will not qualify for Land Transport NZ funding under this work category:

- advertising campaigns (these are funded under the community advertising work category)
- road engineering, signs or markings (these are funded under road improvement work categories).

Community focused road safety programmes are currently part of the CRSP. They often started as community development initiatives that over time were evaluated and developed into good practice.

Land Transport NZ is broadening the range of standard community programme resource kits to include sustainability issues.

Community programme (education) activities may support, or be supported by, enforcement activities (Police community services, Police school road safety education and road policing) and by engineering (new or improved infrastructure).

Land Transport NZ annually prepares a national education programme, which includes walking and cycling education and the RoadSense – Ata Haere school road safety programme. Delivery of both of these activities is contracted out. The walking and cycling education programme includes activities such as Bike Wise. Land Transport NZ is developing resources to broaden school education and training beyond the focus on road safety and to integrate activities such as travel planning where appropriate. Approved organisations will be encouraged to make recommendations on Land Transport NZ's national education programme as part of their annual LTP.

5.6 Community advertising

It is proposed that the community advertising work category will cover all forms of advertising that support community initiatives addressing safe and sustainable use of the land transport system, including:

- outdoor advertising, such as billboards
- local print media advertising
- local radio advertising
- local television advertising.

This advertising could address the same general issues that are the focus of national advertising (currently speed, drink-driving, seat belts and failure to give way at intersections, but will be broadened in the future) but should be specific to the local area or community. Community advertising should also address issues identified as being specific to the area (such as walking and cycling). This advertising should support both community coordination and community programmes.

Approved organisations will request funding for community advertising in their annual LTP. Community advertising will continue to be subject to technical approval by Land Transport NZ.

Information about community advertising will be updated and will continue to be available in the community advertising guidelines, which are available for viewing or downloading at: www.crsp.net.nz/resources/documents/pdf/Community%20Advertising%20Guidelines.pdf.

Land Transport will continue to manage national advertising, which includes television, radio and other media (billboards, print, cinema, etc). National advertising will be shown in the research, education and training section of the NLTP. Information packs for the launch of new national advertising campaigns will continue to be distributed by Land Transport regional offices to local authorities, key stakeholders, mayors, MPs, interest groups and the media.

You can read more about Land Transport NZ managed advertising at: www.landtransport.govt.nz/advertising.

Approved organisations are encouraged to make recommendations on this national advertising programme as part of their annual LTP.

5.7 Associated engineering works

Land Transport NZ annually provides each territorial authority and Transit NZ with an allocation for minor safety works. Small engineering works associated with community focused programmes, and that cost up to \$150,000, should be funded from this allocation as a first option. Funding for pedestrian and cycle facilities and for road improvements may be requested by approved organisations in their annual LTP.

Note: Construction and maintenance of cycling facilities solely for recreation are not eligible for Land Transport NZ funding.

5.8 Professional development

Land Transport NZ proposes to continue to support professional development of coordinators and community groups by:

- a) providing funding for education and training within the community coordination work category; and
- b) providing education and training opportunities and resources.

The CRSP web site, at www.crsp.net.nz, currently provides community land transport news, national and regional road safety statistics, project data, the land transport events calendar, stakeholder contact details, best practice models and programme policy guidelines. It facilitates sharing of ideas and information among community professionals and access to appropriate professional development courses and resources.

Land Transport NZ also currently provides induction courses for those new to coordination, learning and development opportunities to address key learning needs that have been identified by and for specific groups of stakeholders, and a biennial conference. Land Transport NZ is reviewing its involvement with these aspects of professional development.

5.9 Professional services

Land Transport NZ proposes that the cost of 'professional services' be included in the cost of community focused activities under the appropriate work category. Professional services are defined in section 3.2.8 of Land Transport NZ's *Programme and funding manual*. The following components of community focused activities are categorised as professional services for purposes of Land Transport NZ funding and LTMA procurement procedure requirements:

- coordination and facilitation with community groups
- undertaking strategies and studies for:
 - travel demand management
 - travel behaviour change
 - walking and cycling
 - traffic management
- project development (data collection, risk identification, assessment of components and options, establishment and operation of working groups, consultation and communication with stakeholders)
- project design (preparation of action plans, preparation of detailed plans for education and advertising components, obtaining community agreement)
- managing and administering programme delivery (developing, managing and administering contracts for works and services, evaluating tenders)
- responding to public enquiries
- evaluation (data collection, outcome evaluation, submission of information to Land Transport NZ)
- attendance at approved training courses and conferences.

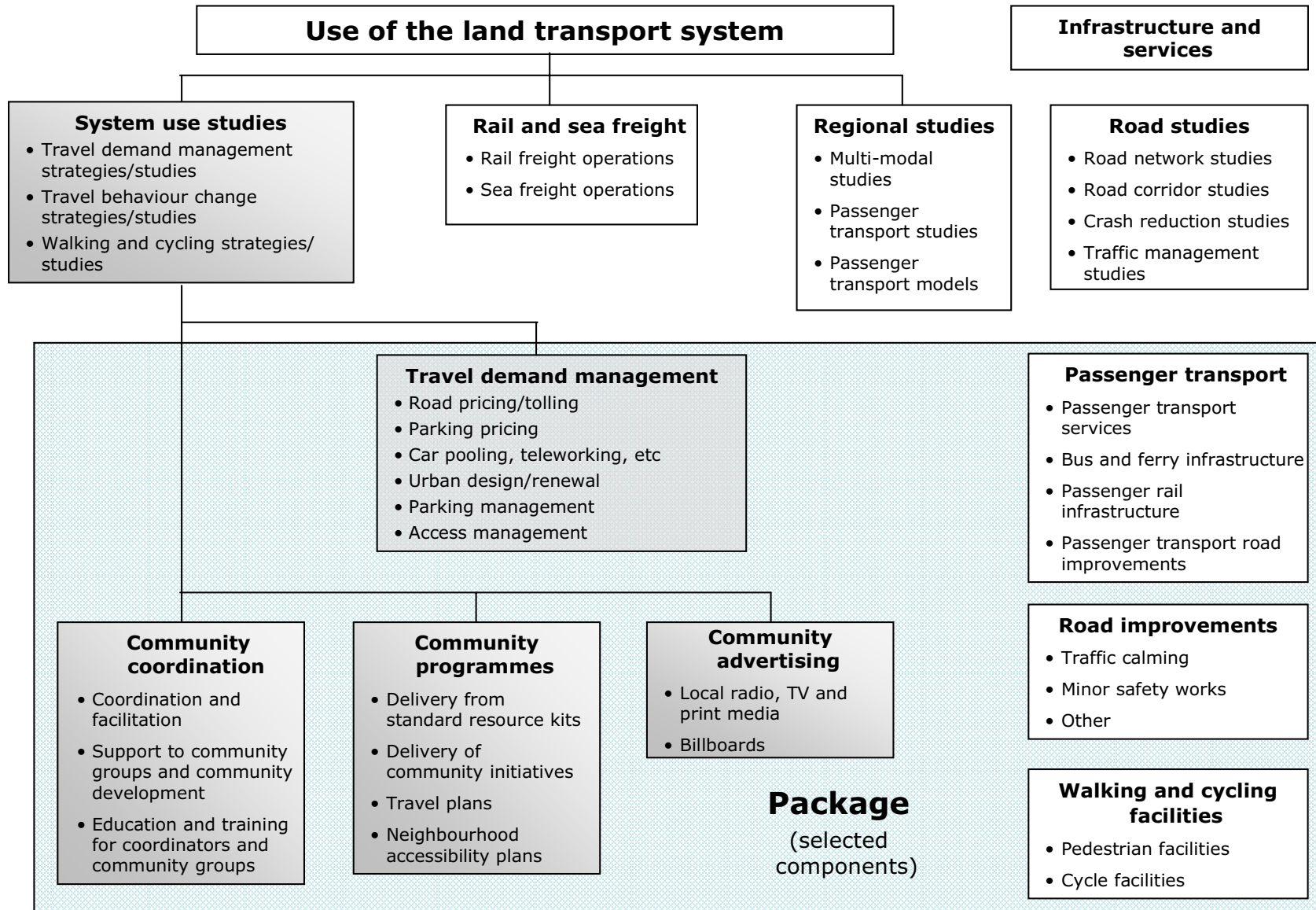
Professional services for community focused programmes can be delivered by community providers, local authority in-house professional services, or contracted out to other service providers. In-house professional services are exempt from procurement procedures, but need to be approved by Land Transport NZ – see sections 6.1 and 6.4 of Land Transport NZ's *Programme and funding manual*. Land Transport NZ is currently developing procurement procedures for community programmes delivered by community groups and other service providers.

5.10 Administration

Activities of a more general nature than those listed under professional services, carried out by approved organisations, are categorised as 'administration'. Administration is exempt from procurement requirements – see section 6.1 of Land Transport NZ's *Programme and funding manual*.

Land Transport NZ does not directly fund the cost of administration but provides administration support for territorial authorities at a rate of 2.25 percent of the Land Transport NZ allocation. Land Transport NZ proposes to apply this policy to all work categories in the 'use of the land transport system' activity class funded by territorial authorities.

Figure 5.1: LTP work category relationships



6 Financial assistance

One issue with funding CRSP activities and Safer Routes projects via approved organisations as part of the NLTP, relates to the method of payment and the level of financial assistance.

6.1 Current arrangements

The current policy for funding activities managed by local authorities is that Land Transport NZ provides financial assistance for these activities at a financial assistance rate (FAR), which is a percentage of the 'total cost' of the activity.

Activities such as travel behaviour change are currently funded at the territorial authority 'construction rate', which ranges from 53 percent (for the larger urban authorities) to about 71 percent (for West Coast local authorities). As an interim measure for 2005/06, the FAR for strategies and studies is 75 percent for regional authorities and midway between the construction rate and 100 percent for territorial authorities. This policy terminates on 30 June 2006.

Current funding for CRSP activities and Safer Routes projects is in effect a grant to local authorities or directly to community groups, with an expectation that the local authority or community group will contribute supplementary funding. The 'total cost' of the programme or project is not readily obtained. Some local authorities contribute to the programmes and projects from their own funds and some community groups obtain complementary funding from other sources. The supplementary funding varies greatly from local authority to local authority and from group to group.

Information on the current funding levels for CRSP activities has been collected from a sample of contracts with local authorities and community groups in order to better assess the proportion of 'total cost' that Land Transport NZ is currently funding. The sample information, given in Appendix A, shows that the average effective FAR is 65 percent for CRSP activities for local authorities and 69 percent for community groups. However, there is a wide range of effective FARs, with two out of the 14 sample local authorities and four out of the 10 sample community groups receiving an effective FAR of 100 percent. This current funding system is somewhat inequitable because some local authorities and groups are contributing while others are not.

Existing agreements for Safer Routes projects require the local authority to employ a facilitator half time for two years and provide other in-house professional services to complement the Land Transport NZ grant. This funding arrangement was established to approximate a 75 percent FAR.

6.2 Proposed changes

Land Transport NZ proposes that funding for CRSP activities, Safer Routes activities and other community focused activities from 2007/08, will be made only to approved organisations. It will then be the responsibility of approved organisations to make arrangements for the delivery of those activities, involving community groups where appropriate. This provides a local authority

with a range of funding options, from funding 100 percent of the community group cost by adding a local share to Land Transport NZ financial assistance, to having the community group find the full local share from some other funding source.

The table in Appendix A shows that, if CRSP activities were funded at the construction FAR (which currently applies for travel planning), all except three local authorities and all except one community groups will have their CRSP funding significantly reduced from the current level.

The table in Appendix A also shows two other FAR options for CRSP activities – FAR of 75 percent, and FAR midway between the construction rate and 100 percent. Of these two options, the simpler 75 percent FAR best matches the sample on average and also matches the funding for individual organisations.

Land Transport NZ proposes (subject to the Minister of Transport's approval) to use a FAR of 75 percent for its financial assistance to the following work categories (which include CRSP activities, travel plans and neighbourhood accessibility plans):

- community coordination
- community programmes
- community advertising.

The 75% FAR would apply for 2007/08 and 2008/09, and then be reviewed.

Community groups should continue to seek funding from organisations or individuals interested in safe and sustainable use of the land transport system, such as the Lotteries Grants Board, Accident Compensation Corporation or the Road Safety Trust, to supplement Land Transport NZ's financial assistance.

6.3 Rationale

The rationale for applying a FAR that is higher than that for road construction work categories is partly as an incentive for local authorities to implement community focused land transport activities and partly in recognition that these activities require higher inputs of local authority professional services relative to the project cost.

6.4 Implications

The implications of Land Transport NZ funding CRSP activities, Safer Routes projects and travel plans at a FAR of 75 percent include:

- on average, local share contributions to CRSP activities will be reduced
- if the same overall level of CRSP activity is maintained, Land Transport NZ's funding for CRSP activities will increase by about \$865,300
- local authorities that are currently contributing less than 25% of the total cost of CRSP activities will need to increase the local share contribution

- local authority contributions for Safer Routes projects will be similar to the current level, but the total cost of the project, including in-house professional services, will need to be accounted for
- the local authority contribution for travel planning will be reduced.

6.5 Transitional funding arrangements

In cases where the territorial authority or regional authority does not have the capacity to manage community focused activities in the 2007/08 financial year, Land Transport NZ may consider continuing to direct fund community groups in that district or region for that financial year, subject to full endorsement by Land Transport NZ regional staff. In such cases the territorial authority or regional authority will be expected to take the necessary steps during the 2007/08 financial year to acquire the required capacity as the option of direct funding is not expected to continue after 2007/08.

7 Assessment, evaluation, review and reporting

7.1 Assessment

Land Transport NZ's *Economic evaluation manual, volume 2* provides the process for economic efficiency assessment of demand management activities, including travel behaviour change, walking and cycling projects, education projects and related activities. The cost-benefit analysis is one of four factors used for assessing these activities for inclusion into the National Land Transport Programme. The funding allocation process is described in chapter 3 of Land Transport NZ's *Programme and funding manual*.

Land Transport NZ proposes to develop a simplified assessment process for community programmes, including preparation of travel plans and neighbourhood accessibility plans. Infrastructure activities identified in plans are subject to the assessment method applicable to the work category under which they are funded.

It is intended that proposals for local radio, TV and print media advertising will continue to be submitted to Land Transport NZ's advertising manager (via Land Transport NZ regional staff) for technical approval.

7.2 Post-evaluation

It is proposed that the current condition of Land Transport NZ funding for TBhC projects be continued, that is, that the effectiveness is monitored and evaluated in accordance with chapter 5.0 of the *Travel behaviour change guidance handbook*. See also section 3.13 of the *Economic evaluation manual, volume 2*.

It is proposed that the quantity, quality and timeliness of community coordination activities will be post-evaluated in terms of an appropriate mix of:

- involvement in land transport issues by a wide range of community groups
- evidence of both developing and developed partnerships between local government and community groups to address land transport issues
- obvious engagement of the community in land transport issues, evidenced by regular discussion in community media
- increased delivery of high-quality community focused programmes addressing safe and sustainable use of the land transport system
- coordination and ownership of initiatives
- an appropriate balance of engineering, education and enforcement activities.

Quantity, quality, timeliness and cost measures for post-evaluation of community programme activities will be included in each standard resource kit. It is intended that community programmes

will adhere to the programme operational policy and will submit a post-evaluation to Land Transport NZ. Standard evaluation templates will be provided.

Post-evaluation requirements for community advertising activities will be defined as part of the technical approval process for these activities.

7.3 National database

It is proposed that funding for the following activities will be subject to project details and post-project evaluations being entered into a Land Transport NZ database:

- system use strategies and studies
- travel demand management activities
- community programmes, including travel plans and neighbourhood accessibility plans
- community advertising.

7.4 Programme reviews

It is proposed that the following activities will be included in reviews of the NLTP within a financial year (refer to chapter 4 of Land Transport NZ's *Programme and funding manual*):

- system use strategies and studies
- travel demand management activities
- community programmes
- community advertising.

This will provide an opportunity for approved organisations to adjust funding for these activities within the financial year.

These activities will not be included in the end-of-year reconciliation process (refer to chapter 4 of Land Transport NZ's *Programme and funding manual*), that is, the allocations for these activities will be annual, with no carry-over of unspent allocation.

7.5 Reporting

It is proposed that approved organisations will be required to forward to Land Transport NZ (or enter into the database) mid-year and annual achievement reports for the following activities:

- system use strategies and studies
- travel demand management activities
- community programmes, including travel plans and neighbourhood accessibility plans
- community advertising.

A template for this reporting will be available in electronic form from the community programme web site and LTP online.

Appendix A – Community Road Safety Programme funding 2005/06

Organisation	Land Transport NZ Funds \$	Other Funds \$	Total Cost \$	Effective FAR %	Construction FAR %	Difference in Land Transport NZ Funds \$	75% FAR	Difference in Land Transport NZ Funds \$	Midway FAR %	Difference in Land Transport NZ Funds \$
Local authorities										
Asburton District Council (Road safety coordinating committee)	50,000	-	50,000	100%	58%	-21,000	75%	-12,500	79%	-10,500
Southland District Council	57,500	30,412	87,912	65%	65%	-357	75%	8,434	83%	15,027
Eastern Waikato	55,000	45,000	100,000	55%	57%	2,000	75%	20,000	79%	23,500
Manukau City Council	116,000	45,000	161,000	72%	53%	-30,670	75%	4,750	77%	7,165
Auckland City Council	199,000	82,700	281,700	71%	53%	-49,699	75%	12,275	77%	16,501
Dunedin City Council	188,000	120,064	308,064	61%	65%	12,242	75%	43,048	83%	66,153
Waipa District Council	61,000	4,300	65,300	93%	58%	-23,126	75%	-12,025	79%	-9,413
Upper Hutt City Council	42,018	29,916	71,934	58%	55%	-2,454	75%	11,933	78%	13,731
Hurunui District Council	40,040	12,500	52,540	76%	60%	-8,516	75%	-635	80%	1,992
Waikato District Council	68,100	18,200	86,300	79%	61%	-15,457	75%	-3,375	81%	1,372
Waimakariki District Council (Road safety coordinating committee)	62,300	25,150	87,450	71%	59%	-10,705	75%	3,288	80%	7,223
Hamilton City Council	62,100	97,500	159,600	39%	56%	27,276	75%	57,600	78%	62,388
Christchurch City Council	132,745	130,601	263,346	50%	53%	6,828	75%	64,765	77%	68,715
Greater Wellington Regional Council	40,000	-	40,000	100%	56%	-17,600	75%	-10,000	78%	-8,800
Total	1,173,803	641,343	1,815,146	65%		-131,238		187,557		255,052
Community groups										
Age Concern Taupo	602	-	6020	100%	56%	-265	75%	-151	78%	-132
Pakuranga Chinese Assn Inc	4,000	-	4,000	100%	55%	-1,800	75%	-1,000	78%	-900
Auckland Tuvaluan Society	7,800	-	7,800	100%	55%	-3,510	75%	-1,950	78%	-1,755
Shama Trust	14,200	2,000	16,200	88%	59%	-4,642	75%	-2,050	80%	-1,321
Literacy Aotearoa Wanganui	30,300	500	30,800	98%	67%	-9,664	75%	-7,200	84%	-4,582
Shakti Ethnic Woman's Support Group	8,600	-	8,600	100%	57%	-3,698	75%	-2,150	79%	-1,849
Mangakino Community Agency	5,357	1,000	6,357	84%	59%	-1,606	75%	-589	80%	-303
Chinese New Settlers Service Trust	39,640	29,798	69,438	57%	55%	-1,449	75%	12,439	78%	14,174
Grey Power Greymouth	3,500	1,250	4,750	74%	71%	-128	75%	63	86%	561
Otautahi Maori Women's Welfare League	22,940	28,064	51,004	45%	57%	6,132	75%	15,313	79%	17,098
Total	136,939	62,612	199,551	69%		-20,630		12,724		20,991

Appendix B – Consultation questionnaire

General

Question 1 – Your organisations is a (tick):

- Territorial authority
- Regional authority
- Trust
- Company
- Other

Question 2 – Do you have general comments relating to the proposals?

Specific questions

Question 3 – Do you have any comments on the proposal to integrate community road safety activities into the annual land transport programme process?

Question 4 – What advice and support will you need to become fully involved with planning and managing community road safety activities?

Question 5 – Do you have any comments on the proposal to integrate Safer Routes projects (broadened to become neighbourhood accessibility planning projects) into the annual land transport programme process?

Question 6 – What advice and support will you need to become fully involved with planning and managing neighbourhood accessibility planning activities?

Question 7 – What advice and support will you need to become fully involved with travel planning activities?

Question 8 – Do you have any general comments on the proposal for the work category structure for 'system use' activities?

Question 9 – Do you have any comments on the proposal to group together community road safety, travel planning and neighbourhood accessibility planning?

Question 10 – Do you have any comments on the proposed descriptions of the work categories?

Question 11 – Should delivery of small community initiatives be provided for under the community coordination work category and, if so, what should be the limit on these activities?

Question 12 – Should Land Transport NZ continue to provide similar internet-based support for all aspects of community focused programmes for use of the land transport system as that currently provided for CRSP (described in section 5.8 of this consultation document), or do you have suggestions for something different?

Question 13 – Should Land Transport NZ continue to provide induction courses, learning and development opportunities and a biennial conference for all aspects of community focused programmes for use of the land transport system, as those currently provided for CRSP (described in section 5.8 of this consultation document), or do you have suggestions for something different?

Question 14 – Should Land Transport NZ provide an incentive financial assistance rate for community coordination, community programmes and community advertising, as described in section 6.2 of this consultation document?

Question 15 – Do you have any comment on the assessment, evaluation, review and reporting proposals described in section 7 of this consultation document?

Please send this completed questionnaire to:

Sandy Fong
Policy and Planning Group
Land Transport New Zealand
P O Box 2840
Wellington

Telephone: (04) 931 8811
Fax: (04) 931 8701
Email: policy.consultation@landtransport.govt.nz

The closing date for submissions is **Monday 24 July 2006**.

AGENDA ITEM NO: 7	SUBJECT MATTER: SUBMISSION ON PROPOSED CHANGES TO EXEMPTIONS FOR CARPOOLING IN OPERATOR LICENSING RULES
REPORT: Regional Land Transport Committee	DATE OF MEETING: 21 June 2006
FILE REFERENCES:	PORTFOLIO: Regional Land Transport PROJECT: OUTPUT:
REPORT BY: Nick Bryan Transport Policy Analyst	ENDORSED BY: John Talbot Director Policy and Planning

PURPOSE

For the Canterbury Regional Land Transport Committee to consider and endorse a submission made to Land Transport New Zealand on proposed changes to exemptions for carpooling activities in the Land Transport Rule: Operator Licensing - Rule 81001.

ATTACHMENT

Submission points on Land Transport Rule – Operator Licensing – Rule 81001 (sent to Land Transport New Zealand for submission deadline of 14th June 2006).

BACKGROUND

Land Transport Rules are law produced by Land Transport New Zealand for the Minister of Transport. Draft Rules go through an extensive consultation process. Land Transport New Zealand has recently released a public consultation draft of Land Transport Rule: Operator Licensing (Rule 81001). This draft legislation proposes requirements for the operation of transport services and also proposes controls on drivers of a transport service vehicle. The deadline for submissions was 14 June 2006.

Encouraging carpooling (or ride-sharing) is identified in the RLTS as a desirable way to improve access and efficiency of use of private motor vehicles. Encouragement and facilitation for carpooling activities are identified as methods within the demand management key result area.

Currently, passenger services that use motorcars in which people are transported to or from their place of employment or business under a cost-sharing arrangement between occupants of the vehicle are exempt from passenger service licensing.

DRAFT RULE PROPOSAL

The draft Rule proposes (Proposal 37) that the current exemption from passenger service licensing for carpooling for travel to or from a workplace be widened to include carpooling for tertiary educational purposes and sports activities (for example, a tramping club). This would involve a cost-sharing arrangement between occupants of a vehicle that is designed or adapted to carry 12 or fewer persons (including the driver) to or from a tertiary institution.

This proposal would align the proposed provision with an existing provision in *Land Transport (Driver Licensing) Rule 1999* that exempts those involved in a carpool arrangement who travel to and from a place of education, employment or business from holding a passenger

endorsement. It is consistent with several of the objectives of the New Zealand Transport Strategy, in particular, improving access and mobility.

The consultation material indicates that there has been some discussion about extending the Rule even further to enable carpooling to be used for travel needs within the wider community. This is discussed further within the issues section of the consultation material (the discussion is provided below):

ISSUE 6 - CARPOOLING ACTIVITIES PROMOTED UNDER RIDESHARE INITIATIVES

“The Transport Services Licensing Act requires the carriage of passengers for hire or reward by means of a motor vehicle to be licensed. Although the term ‘hire or reward’ is not defined, recent amendments made to the Land Transport Act further clarify what this involves, including when this involves a specific charge on passengers for transport, including part payments to cover fuel and donations (which are expected as a condition of carriage).

The draft Rule (Proposal 37) proposes to exempt carpooling activities for the purposes of work/business, tertiary education and sports. It has been suggested that the proposed exemption be widened to include other carpooling activities to increase transport access and mobility for more people. This proposal would support the Rideshare initiatives promoted by the Energy Efficiency and Conservation Authority, which aim to link together people with similar travel patterns to reduce costs, congestion, air pollution and stress.

Comment is sought as to whether the carriage of passengers involved in these initiatives should be exempt from licensing, when genuine cost-sharing arrangements are adopted.

In considering this issue, it is important to note that there is a trade-off between safety and security and access and mobility.”

SUBMISSION POINT

The submission made to Land Transport New Zealand requested:

“That the rule be amended to allow the current exemption from passenger service licensing for carpooling for travel to or from a workplace to include carpooling for any purpose.”

The reasons for suggesting that the exemptions should be applied to all journey purposes are that the proposed rule exempting carpooling for some journey purposes and not others:

- is arbitrary,
- does not maximise the support that such activities can contribute to achieving the objectives of the New Zealand Transport Strategy and RLTS
- is unenforceable.

By extending the rule to all purposes, the rule would legalise a practice that is currently being undertaken by thousands of New Zealanders (i.e. sharing the cost of use of a private vehicle amongst traveling companions). This rule is currently not policed and the submission suggests that the general public currently breaking this rule are not even aware that they are required to apply for a passenger service licence.

REGIONAL INTEREST IN RIDESHARE FACILITIES

There are a number of organisations within Canterbury (employers and tertiary education institutions) that are interested in developing or already have ride-share software to assist in promoting carpooling by employees and students. Submissions have also been received by Environment Canterbury's suggesting that such tools be developed and funding be made available through the LTCCP. Whilst legal impediments such as this rule exist the extent to which ridesharing tools can be made available will remain limited. Therefore, the amendment of this rule is seen as an important step in enabling such initiatives in the future.

The region has been closely watching developments in this area in New Zealand. For a number of years the Energy Efficiency and Conservation Authority (EECA) were heading up investigations into the development of a system. This project was not pursued strongly until it was passed over to the Auckland Regional Transport Authority (ARTA) who have recently released a tender for a company to provide a system on a trial bases to a selection of Auckland employers.

Staff from Environment Canterbury and Christchurch City Council have been involved in the steering group for this project to ensure the specifications are such that the system developed has the potential to be rolled out into other regions. Interested parties in Canterbury had hoped that with EECA leading the project a national system would be developed. We have continued to advocate for this approach. However, no other national organisation has committed to providing a base for such a system to date. It is now hoped that ARTA will lay the groundwork for a system that can be transferred to other regions.

RECOMMENDATIONS

- (a) *That the Regional Land Transport Committee receives the report "Submission on Proposed Changes to Exemptions for Carpooling in Operator Licensing Rules".*
- (b) *That the Regional Land Transport Committee endorses the attached "Submission points on Land Transport Rule – Operator Licensing – Rule 81001".*

Submission points on Land Transport Rule – Operator Licensing – Rule 81001

Thank you for the opportunity to submit comments on this draft rule. The comments that follow have been drafted by technical officers at Environment Canterbury. This submission will be considered for endorsement by the Canterbury Regional Land Transport Committee at its meeting on 21st June 2006. Confirmation of the contents of this submission along with any amendments requested by the RLTC will be provided to Land Transport New Zealand as soon as possible after this meeting.

The comments that follow relate to the changes to exemptions for passenger service licensing for carpooling.

Page references refer to the overview information presented in the overview document available from the following page on Land Transport New Zealand's website:

<http://www.landtransport.govt.nz/consultation/operator-licensing/overview.pdf>

Page 41 – Proposal 37

The Draft Rule change proposes that the current exemption from passenger service licensing for carpooling for travel to or from a workplace be widened to include carpooling for tertiary educational purposes and sports activities.

Submission:

That the rule be amended to allow the current exemption from passenger service licensing for carpooling for travel to or from a workplace to include carpooling for any purpose.

Commentary:

It is recognised that the suggested amendment may not align with the *Land Transport (Driver Licensing) Rule 1999*. However, the proposed rule allowing carpooling for certain journey purposes, and excluding others, is arbitrary and does not maximise the support that such activities can contribute to achieving the objectives of the New Zealand Transport Strategy, as identified in the supporting dialogue. It is also noted the proposed rule will be unenforceable. An effective rule should be based on sound policy objectives, derived and applied in a consistent and fair way and be clearly understandable by the public. By changing the rule to exempt all carpooling activity from licensing requirements, a policy stance is taken that can then be supported by making changes to the *Land Transport (Driver Licensing) Rule 1999* to ensure consistency between these rules. See comments below relating to Page 48 – Issue 6 for further discussion related to this submission.

Page 48 – Issue 6

Comment is sought as to whether the exemption from passenger service licensing for carpooling should be extended to include all journey purposes.

Submission:

Exemption from passenger service licensing for carpooling should be extended to include carpooling for all journey purposes.

Commentary:

By extending the rule to all purposes, the rule would legalise a practice that is currently being undertaken by thousands of New Zealanders (i.e. sharing the cost of use of a private vehicle amongst traveling companions). This rule is currently not policed. It is fair to suggest that the general public currently breaking this rule are not even aware that they are required to apply for a passenger service license.

The overview discussion document contains some commentary around this issue. We support the conclusion that extending the exemption to all users would improve access and mobility and support the National Energy Efficiency and Conservation Strategy by reducing energy use, costs, congestion, air pollution and stress.

The document suggests that in considering this issue there is a trade off between safety and security and access and mobility. Whilst this might be an issue that needs to be addressed when developing

tools to support carpooling, such as introducing strangers with similar travel requirements (i.e. through rideshare software), it is not an issue regarding the activity itself. An increase in carpooling has the potential to lead to many improvements for safety and security, for example:

- a reduction in car kilometers travelled results in a lower risk exposure for all road users;
- travelling with companions (and possibly sharing the driving task) has the potential to reduce the occurrence of stress and fatigue related accidents;
- increased car occupancy has the potential to increase feelings of personal security through safety in numbers.

The Regional Land Transport Committee thanks you again for the opportunity to comment on this draft rule.

Submission made by e-mail on behalf of the Canterbury Regional Land Transport Committee by:

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AGENDA ITEM NO: 8	SUBJECT MATTER: PRESENTATION BY THE CANTERBURY REGION OF THE NEW ZEALAND TAXI FEDERATION
REPORT: Regional Land Transport Committee	DATE OF MEETING: 21 June 2006
FILE REFERENCES:	PORTFOLIO: Regional Land Transport PROJECT: OUTPUT:
REPORT BY: Julie Gane Canterbury Region of the NZ Taxi Federation, and Nick Bryan Transport Policy Analyst	ENDORSED BY: John Talbot Director Policy and Planning

PURPOSE

For the Canterbury Region of the New Zealand Taxi Federation to present to the Regional Land Transport Committee on the work of the Federation. This report is designed to inform, challenge and enlighten interested parties including those responsible for ensuring that Christchurch remains safe, accessible and leads the way in delivering true public transport.

The presentation will also outline the contents of a public transport discussion document report entitled "Taxis are Public Transport".

Julie Gane, John Kennedy, Ken Worthington and Tom McBrearty will make the presentation on behalf of the Canterbury Region of the New Zealand Taxi Federation.

BACKGROUND

The New Zealand Taxi Federation Incorporated represents 80 approved Taxi Organisations and their approximately 3,500 operators. In addition these operators employ some 1,500 full-time and part-time drivers. With branches in Auckland, Bay of Plenty, Wellington and Canterbury we are a major provider of Public Transport in New Zealand.

The Canterbury Region has 550 members with more than 600 drivers and support staff.

- A Key Public Transport Provider
- Carry 11,700,000 Customers annually
- \$20,000,000 Assets
- A Key tourist operator
- An extra set of watchful eyes
- Door-to door delivery

In 1998 the Canterbury Region of the NZ Taxi Federation first highlighted the perception that Christchurch was heading towards transport problems because of the huge increase in car usage. As 24-hour users of the road, we agreed there were some locations with transport difficulties.

Public Transport that prides itself in offering choice, reliability, transparency and cost effective solutions.

The Taxi industry welcomes the opportunity to be part of a consultative system in terms of the Transport need of the city and surrounding Environment.

RECOMMENDATION

That the Regional Land Transport Committee receives the report "Presentation by the Canterbury branch of the National Taxi Federation".