

Report 13.673
Date 17 June 2013
File E/11/01/04

Committee Council
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Legislative changes

1. Purpose

To update the Council on recent legislative changes.

2. The decision-making process and significance

No decision is being sought in this report.

3. Land Transport Management Amendment Act 2013

The Land Transport Management Amendment Act 2013 (the Act) came into effect on 13 June 2013. The Act changes the planning and funding framework for land transport activities, and establishes a new policy framework for planning and contracting public transport. As a consequence, the Public Transport Management Act 2008 has been repealed.

3.1 Major changes resulting from the Act

The Act amends the Land Transport Management Act 2003 (LTMA). It provides for:

- A new purpose for the Act and decision-making criteria that seek to emphasise effectiveness, efficiency, and safety
- A single government policy statement on land transport
- A new planning document, the regional land transport plan, replacing the regional land transport strategy and regional land transport programme
- Changes to the membership of the regional transport committees
- The ability for NZTA to borrow to fund future land transport projects
- The repeal of the regional fuel tax provisions
- The simplification of the process for approving road tolling schemes.

3.2 Changes to the provisions for implementing the public transport operating model

A number of changes have been made to the provisions for implementing the public transport operating model. The following principles have been introduced to guide all public transport decision makers:

- Regional councils and public transport operators should work in partnership and collaborate with territorial authorities to deliver the regional public transport services and infrastructure necessary to meet the needs of passengers
- The provision of public transport services should be coordinated with the aim of achieving the levels of integration, reliability, frequency, and coverage necessary to encourage passenger growth
- Competitors should have access to regional public transport markets to increase confidence that public transport services are priced efficiently
- Incentives should exist to reduce reliance on public subsidies to cover the cost of providing public transport services
- The planning and procurement of public transport services should be transparent.

3.3 Changes to membership of regional transport committees

As noted above, the membership provisions for regional transport committees have been amended, to include only those agencies that make a funding contribution – local authorities and the New Zealand Transport Agency. The Council will no longer be required to appoint members representing the specific objectives and interests; however, the option of additional appointments to the Regional Transport Committee remains open to the Council via provisions in the Local Government Act 2002. Officers will prepare a report on this issue (including amended terms of reference for the Committee) for consideration at the 21 August 2013 Council meeting.

4. Local Electoral Amendment Bill (No 2)

The Local Electoral Amendment Bill (No 2) is scheduled for its third reading in late June. A summary of the changes to the Local Electoral Act 2001 will be provided to Councillors once the Bill has received Royal assent.

5. Recommendations

That the Council:

1. ***Receives the report.***
2. ***Notes the content of the report.***

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