

STAFF REPORT

TO: Chairman and Members, Engineering Services Committee

FROM: Peter Thomson, Engineering Manager

REFERENCE: T603

DATE: 11 March 2008

SUBJECT: **UPDATE OF THE NEW ZEALAND TRANSPORT STRATEGY**

1 PURPOSE

To provide information regarding the government's proposed Update to the New Zealand Land Transport Strategy.

2 BACKGROUND

The Government released its discussion document "Update of the New Zealand Transport Strategy" in December 2007. A copy of the Summary discussion paper "Sustainable transport" is attached. A full copy of the document is available on the government website, <http://www.transport.govt.nz/update-of-the-new-zealand-transport-strategy-2/>.

Local Government NZ's Transport Reference Group has considered this non-statutory document and has lodged a local government sector submission. A copy of the LGNZ submission of 29 February 2008 is also attached.

The Transport Reference Group (TRG) has representation from a cross-section of regional, territorial and unitary authorities. I represent TDC on the group.

3 COMMENT

The main points from the TRG submission are highlighted below:

- i. This is a non-statutory discussion document. The consultative process is not robust and lacks transparency. It mirrors the lack of consultation that went into the initial NZ Transport Strategy.
- ii. The discussion document does not provide clarity for a strategic direction, nor does it address the significant additional costs required to implement the proposed targets.
- iii. The NZ Transport Strategy and the discussion document fail to include the key requirements of a strategy document. It should include funding requirements and strategic options/actions.
- iv. It is unclear whether the discussion document is in fact the "National Land Transport Strategy" referred to in the Land Transport Management Amendment Bill.

- v. There are many Targets in the discussion document. It is unclear how these have been determined and whether they are appropriate and cost effective solutions.
- vi. There is little if any robust analysis that shows how these Targets will contribute to achieving an “*affordable, integrated, safe, responsive and sustainable transport system*”.
- vii. All Targets should be robust and agreed between local and central government.
- viii. New funding sources will need to be found, and a review of all the financial assistance rates is needed.
- ix. Major additional investment in transport infrastructure will be needed to achieve high level Targets.

LGNZ’s TRG will continue to meet and provide input and updates on the Land Transport Management Amendment Bill, the Government Policy Statement, and the development of the new 3-year National Land Transport Programme.

4 RECOMMENDATION

THAT the report be received.

Peter Thomson
Engineering Manager