



28 April 2023

Committee Secretariat
Transport and Infrastructure Committee
Parliament Buildings
Wellington

Via email to: ti@parliament.govt.nz

Tēnā koutou,

Land Transport Management (Regulation of Public Transport) Amendment Bill

Local Government New Zealand (LGNZ) welcomes the opportunity to submit on the Land Transport Management Amendment Bill. We support the replacement of the Public Transport Operating Model (PTOM) with the Sustainable Public Transport Framework (SPTF). Local government wants greater flexibility to ensure that public transport provision aligns with community needs and preferences, as well as catering to local circumstances. We also want to see stronger partnership collaboration between regional councils and territorial authorities. This new framework is a step in the right direction.

Public transport is an important service in its own right, as well as an important tool in achieving a wide range of outcomes for communities. This proposal better enables decisions that take both these factors into account.

We support the change to enable regional councils to operate public transport services. We also support the change to introduce a wider range of asset ownership arrangements, including removal of the requirement that local authorities own interests in public transport services in CCOs. We've consistently heard from councils that they want the option to own and operate public transport networks themselves so that they can make long-term investment decisions that support these services and meet the needs of their communities. The Bill removes key barriers and is a step in the right direction.

LGNZ welcomes the changes that support greater collaboration between regional councils and city/district councils. Requiring that the views, plans and strategies of territorial authorities be taken into account when developing a RPTP is a positive step. We also support the requirement for RPTPs to identify infrastructure needed to support public transport services – and for regional councils, territorial authorities and public transport operators to work together to provide it.

It's positive to see the new objectives that will guide the planning, procurement and delivery of services to emphasise mode-shift. Transport greenhouse gas emissions are New Zealand's fastest growing source of emissions. It is crucial that we prioritise mode-shift where practical and ensure that public transport networks are resilient and reliable. Local government is at the forefront of climate change challenges, and public transport is one of the best ways councils can reduce emissions and support adaptation. It would be useful to understand how the objective around mode-shift can be informed by Emissions Budgets and supported by Emissions Reduction Plans and the Government Policy Statement on Land

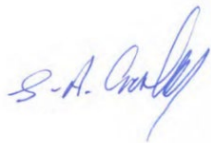
Transport. Regional Spatial Strategies should play an important role in supporting RPTPs to meet these new outcomes and ways to ensure that this happens should be considered as part of the implementation of resource management system reform.

It is also positive to see a move to more flexible procurement approaches, including objectives around the fair and equitable treatment of employees. The current rigid procurement process has contributed to current challenges including the lack of sustainable routes and driver shortages. Urgent change is needed to enable public transport networks to employ and sustain the workers needed to operate reliable and regular services.

The inclusion of on-demand and shuttle services within the definition of public transport is also a positive step. These have been trialled successfully by some rural and provincial councils, where smaller populations and larger areas require a more flexible approach to public transport.

If you have any queries regarding this submission please contact Charlotte McKay, Senior Policy Advisor – charlotte.mckay@lgnz.co.nz.

Nāku noa, nā



Stuart Crosby
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Local Government New Zealand