

MoT Update

RCA Forum – 7 March 2008



MoT update

- Land Transport Management (Amendment) Bill
- Sea Change
- Heavy vehicle productivity project
- PPP
- UNZTS
- GPS



UNZTS – stakeholder engagement

Since December.....

- Have attended most RLTCs
- 2 multi-agency stakeholder workshops
- Sectoral meetings – e.g. aviation
- Specific sessions with key agencies, including Crown Entity Boards and LGNZ
- Cross government meetings
- Māori workshops
- Technical discussions on each policy area
- Newspaper/radio adverts



UNZTS – stakeholder responses

- 153 responses and counting.....
- High level of interest amongst key agencies including local government
- Detailed and extensive responses from Transit, LGNZ and many individual Councils

....for which we are very grateful!



UNZTS – some messages from stakeholders

- Significant level of support for the direction in the document – “good first step”
 - Agreement on the need to go beyond the original NZTS and provide more leadership
 - Organisations pleased to have been invited to comment
-but
- Limited opportunity stakeholder engagement, particularly in action planning



UNZTS – some messages from stakeholders

- The targets are in fact a mix of outcomes, targets and actions
- Evidence base for some targets not clear
- The document signals step change in outcomes – are we prepared to apply step changes in measures?
- Not enough stick to go with carrot



UNZTS – some messages from stakeholders

- Local government is a key delivery agency, but local government's ability to raise funding has been assumed
- Don't forget maintenance – a major problem in many areas
- Role of land use planning has been under-emphasised



UNZTS – some messages from stakeholders

- Tension between national targets and the move to increased regional decision-making flagged in Next Steps
- Need for short term targets as well as 2040
- Need for regional targets and process for developing them not clear
- Freight is a key transport issue – NZ needs a multi-modal freight strategy



UNZTS – the final document

- Final UNZTS - later in 2008
- Will seek to accommodate views expressed by stakeholders
- Will not have all the answers
- Will fill some gaps – e.g. security and serious injuries
- Will acknowledge where additional research is required before targets can be set



UNZTS – the final document

- Will set out both strategic approach to tackling issues and specific actions where possible (possibly in a 3-year action plan)
- Will be subject to a strong monitoring and reporting framework
- GPS will be closely aligned with final UNZTS



Development of GPS on land transport funding



Background

- Government Policy Statement (GPS)
 - set out in the Land Transport Management Amendment Bill
 - must be prepared every 3 years
 - first GPS must be issued with effect from 1 July 2009



Role of the GPS

- Part of framework that makes transport more strategy driven
- Will be consistent with the UNZTS
- Will describe government's short-medium term priorities for land transport and the funding available
- Will include targets, funding allocations and funding policies
- Will have national focus



Timing

Target date for release of the GPS is 1 July 2008

- a full year before GPS will come into effect
- will enable NZTA to develop regional targets and allocations and regional and local government to incorporate GPS in developing their RLTPs and LTCCPs
- but makes timeframes tight



Engagement

Engagement with key stakeholders

- a. Engagement material will be sent to key stakeholders
- b. Follow up meetings
- c. Opportunity for feedback



Engagement material potential questions

Follows the approach adopted by UNZTS

Potential key questions

- a. Views on the overall level of funding
- b. How can funding better contribute to achieving the desired outcomes
- c. Are there areas where funding could be emphasised
- d. What trade-offs should we consider

