



**National Council of  
Women of New Zealand**

Te Kaunihera  
Wahine O Aotearoa

National Office  
Level 4 Central House  
26 Brandon Street  
PO Box 25-498  
Wellington 6146  
(04) 473 7623  
[www.ncwnz.org.nz](http://www.ncwnz.org.nz)

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**Submission to the Transport and Industrial Relations Select Committee  
on the Land Transport Management Bill**

The National Council of Women of New Zealand (NCWNZ) is an umbrella organisation representing 42 nationally organised societies. It has 34 branches spread throughout the country to which women from some 150 societies are affiliated. Its purpose is to work for the well being of women, families and society through research, discussion and action.

This submission has been written by the Public Issues Standing Committee based on NCWNZ policy and on previous submissions, mainly because the release of the Bill for public comment at the beginning of December precluded wider consultation with our membership.

**NCWNZ Policy**

Comments in this submission are based on the resolution passed in 1998 "That NCWNZ urge the Minister of Transport to reject any proposal to commercialise the New Zealand roading system". (Resolution EC1.2 1998).

**General comments**

We give our full support to the purpose of the Bill, to contribute to the aim of achieving an integrated, safe, responsive, and sustainable land transport system. We are pleased to see that the proposals cover all means of land transport, not road transport only, and hope that it will encourage long term planning, and improve social and environmental responsibility. This endorses what was written in a submission in 1999 in response to the discussion document 'Better Transport, Better roads' - "NCWNZ considers, that for social, economic and environmental reasons, an efficient and comprehensive transport system is essential to NZ."

Based on NCWNZ policy and previous submission statements we still query whether legislation enabling the setting up of toll roads or the Public Private Partnership (PPP) assists New Zealand land transport problems.

**Part 1**

**Preliminary provisions**

**Clause 5 Interpretation**

NCWNZ would like to see a definition of '**transport disadvantaged**' included; this would clarify the requirement in section 18, "to consider the needs of persons who are transport disadvantaged".

**Part 2**

**Funding of land transport system**

Subpart 1 - Funding system

**Clause 15 Consultation**

This section lists those who must be consulted by Transit when preparing its land transport programme. We are not sure who is included in: –

15(1)(e) "representatives of land transport users", NCWNZ sees a driver of a car, as well as any train, ferry or bus passenger as a "user".





A definition of the term should be included in the Interpretation section, as should “Members of the public”. The owners of freight companies are also users.

**Clauses 15(2)(g), 15(3)(f) and 15(4)(g)**, also use the phrase “representatives of land transport users” - See comments 15(1)(e)

**Clauses 15(2)(i) and 15(3)(i)** state that “the public in the district” should be consulted. This seems superfluous as so many other entities are listed, all of which comprise members of the public, especially so “representatives of affected communities”.

**Clause 16 Consultation with affected Maori: land transport programmes and safety administration programmes.**

This states clearly that Maori must be consulted on both the above programmes, which NCWNZ endorses.

**Clause 20 Duties of organisation responsible for preparing programme.**

20(3) states "A regional council or territorial authority responsible for preparing a land transport programme must ensure that its programme implements any regional land transport strategy that has effect in respect of the relevant region or district, unless the regional council or territorial authority considers that the implementation of that strategy is clearly impracticable."

Our members felt that a regional or district land transport strategy would not have been put in place if its implementation was clearly impracticable. We are therefore concerned that this clause opens the way to political interference should the make-up of regional councils and territorial authorities change after a local body election, and a newly elected body want to negate work by a preceding body. Further clarification is required.

**Clause 31 Regional Council payments for public transport operations or infrastructure.**

NCWNZ has always supported the concept that freight should be moved by rail and sea whenever possible because of safety, environmental and social considerations, and that public transport should be advocated before private vehicle use.

This section allows regional councils to make payments from their land transport disbursement account to any person or organisation for the provision of any public transport operation or public transport infrastructure. We endorse this because public transport needs good policy at all levels - local, regional and national. Therefore we would suggest a stronger lead is needed by way of legislation to implement far more public transport usage than is presently possible, or mooted in this piece of legislation.

**Clause 36 Safety administration programme.**

36(2)(a) states the Authority must consult affected Maori, in accordance with section 16 (see above) before including any matter in a safety administration programme. There is no reference to any other public consultation. We recommend that the wider public is consulted on safety administration programmes.

**Subpart 2 — Tolling schemes and concession agreements.**

NCWNZ does not offer specific comments on this part. However we repeat comments from an earlier submission which gives NCWNZ's position. In 1999 in a submission to the Ministry of Transport on the discussion document “Better Transport Better Roads” NCWNZ said,



"NCWNZ subscribes to the notion that roads are a 'public good'. Roads should not be viewed as an asset from which a 'profit' can be made. Revenue from the proper management of a roads system should be put back into the system".

In the same submission it was written, "we emphasise that the need for tolls should be rare and with the excise duty collected and road user charges there should be enough funding available". Our position has not changed.

## **Schedule 1**

### **Part 2**

Board members and employees

#### **Section 28 Term of appointment**

(1)(b) enables the re-appointment of a board member at the end of his/her three year term. There is no limit as to how often a board member can be re-appointed. NCWNZ suggests that there needs to be a limit on the number of renewals allowed.

Any one person should not remain in these positions continually as fresh eyes and minds enhance the workings and development of such bodies.

### **Part 5**

Board procedure

**Section 57.** As stated in this schedule there is no limit as to length of time a person can be chairperson or deputy chairperson. Members thought that the Board Chairperson and Deputy Chairperson should be appointed with a set term and right of renewal stating the number of years in each case for the same reasons as stated above in 28 (1)(b).

### **Conclusion**

An integrated approach to land transport management as envisaged in this bill has the full support of NCWNZ because we believe that this will benefit the country socially, economically and environmentally.

Perhaps a change of mind-set is needed by the public as to the real cost, socially, environmentally and economically of using a car, in order to get greater use of public transport. Having said that, public transport will only work if it is reliable, safe, accessible and regular.

The 'link' bus in Auckland has proved successful, and the Wellington commuter trains, until their recent troubles, have moved many passengers to and from Wellington over the years in a very efficient manner. As NCWNZ stated in 2000 in a submission to the National Road Safety Committee, Land Transport Authority on 'Road Safety Strategy 2010', "NCWNZ believes that any road safety strategy should be linked to a wider transport strategy. Some of the problems on New Zealand roads could be reduced by better public passenger transport services or by greater use of alternative methods of moving freight or people, such as rail and shipping. The adverse impact of large lorries both on road upkeep and on the safety of other road users has been noted by many of our members".

NCWNZ appreciates the opportunity to comment on this important Bill and looks forward to continued involvement in future developments.

Beryl Anderson  
**National President**

Mary Gavin  
**Convener, Public Issues Standing Committee**