

7. SUBMISSION ON LAND TRANSPORT NZ'S PROPOSED INTEGRATION OF COMMUNITY FOCUSED LAND TRANSPORT ACTIVITIES WITH NATIONAL LAND TRANSPORT PROGRAMME

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Joy Kingsbury-Aitken

PURPOSE OF REPORT

1. The purpose of this report is to seek adoption of a submission and provide background information on Land Transport NZ's proposal to integrate planning, funding and managing of community focused land transport activities with the National Land Transport Programme from 2007/08.

EXECUTIVE SUMMARY

2. The Community Road Safety Programme (CRSP) and the Safer Routes Programme currently are only focused on safety and are outside of the National Land Transport Programme (NLTP) process. The Land Transport Management Act 2003 broadened the objectives and requirements for land transport planning and funding. The establishment of Land Transport New Zealand in December 2004 brought together land transport safety activities and programmes previously managed by the Land Transport Safety Authority (LTSA) and the National Land Transport Programme (NLTP) previously managed by Transfund New Zealand. Land Transport New Zealand wants to promote land transport safety and sustainability in an integrated manner so that decisions on infrastructure and passenger transport services are made together with education activities and vice versa.
3. Land Transport NZ proposes to include the Community Road Safety Programme (CRSP) and the Safer Routes programme in the National Land Transport Programme, so that local authorities will request funding for CRSP and Safer Routes activities as part of their land transport programmes. Travel planning will be integrated with CRSP and Safer Routes activities.
4. Land Transport NZ has issued a consultation document on the proposed changes to the planning, funding and managing of community focused land transport activities, for the purpose of seeking views on these proposed changes. The submission closing date was 24 July. In discussion with LTNZ staff, a draft copy of the CCC submission has been supplied for initial review, with the caveat of Council endorsement (and any modifications) being required at this meeting to confirm the submission.
5. Currently the Christchurch City Council funds approximately 50% of its Community Road Safety Programme, with the balance coming from grants from Land Transport NZ. The proposal is for Land Transport New Zealand to make available a financial assistance rate of 75% for approved community focused land transport activities, the remaining 25% coming from local authorities and/or other funding providers. Land Transport NZ funding for CRSP, Safer Routes and travel planning activities will only be made to local authorities or other approved organisations and not directly to community groups, who will only be able to access Land Transport NZ funding through their local authority or other approved organisation. Where an approved organisation contracts out the delivery of community focused land transport activities, this will be subject to Land Transport NZ approving the procurement procedures.

FINANCIAL AND LEGAL CONSIDERATIONS

6. There are no immediate financial implications for the Council. Once the changes are known adjustments will be able to be made to the budget through the normal LTCCP/Annual Plan process. It is not anticipated that the proposals would have a significant net impact on Council budgets. There are no legal considerations of note.

STAFF RECOMMENDATION

It is recommended that the Council endorse the attached submission on Land Transport New Zealand's proposal to integrate community focused land transport activities with the National Land Transport Programme.

BACKGROUND ON LAND TRANSPORT NZ'S PROPOSAL TO INTEGRATE COMMUNITY FOCUSED LAND TRANSPORT ACTIVITIES WITH THE NATIONAL LAND TRANSPORT PROGRAMME

7. The establishment of Land Transport New Zealand (Land Transport NZ) in December 2004 brought together land transport safety activities and programmes previously managed by the Land Transport Safety Authority (LTSA) and the National Land Transport Programme previously managed by Transfund New Zealand. Under the *Land Transport Amendment Act 2003* activities previously funded through the Safety Administration Programme are from 1 July 2006 to be included in the National Land Transport Plan. The Safety Administration Programme included the Community Road Safety Programme (CRSP), road safety advertising, school road safety education, Safer Routes projects, and walking and cycling initiatives.
8. Land Transport NZ proposes to build on the Community Road Safety Programme (CRSP) model to address sustainability as well as road safety issues, and to integrate CRSP funding into the main National Land Transport Programme from 2007/08. The intention is for travel planning to be integrated with road safety planning at the community level.
9. The *Land Transport Management Act 2003* requires an integrated approach to land transport funding and management. To achieve this, safety and sustainability are to be considered together in strategies, actions plans, education programmes, engineering works and enforcement activities.
10. As the *Local Government Act 2002* specifies that the role of local government is to enable democratic local decision making and action by and on behalf of local communities, Land Transport NZ considers it inappropriate for a central government agency to deal directly with community groups (as is the current situation with the CRSP) and believes that better planning of activities to address local issues will arise from encouraging local authorities to be fully involved with community focused land transport activities. The new funding arrangement will mean that separate agreements between Land Transport NZ and local authorities will not be required for each CRSP project, as currently, but will be incorporated into each authority annual Land Transport Programme agreements.
11. Currently Safer Routes projects have the main objective of improving safety for cyclists and pedestrians in communities where there is a high risk of injury, and travel planning involves working with a community group to change travel behaviour towards using more sustainable travel patterns and modes such as walking, cycling and public transport. Land Transport NZ has identified economies of scale and increased effectiveness by addressing safety and sustainability issues together at a community level. Consequently it is proposed to broaden the focus of Safer Routes projects from safety to also encompass mode use and accessibility issues, and to rename these projects Neighbourhood Accessibility Plans.
12. A revised work category structure is proposed to accommodate the integration of CRSP activities and Safer Routes projects into the National Land Transport Plan. These categories will be:
 - System use studies;
 - Travel demand management;
 - Community coordination (to assist community groups to become aware of their land transport issues and capable of developing and implementing appropriate solutions);
 - Community programmes (such as neighbourhood accessibility plans and the delivery of education initiatives);
 - Community advertising; and
 - Associated engineering works (small engineering works associated with community focused programmes that cost no more than \$150,000).

13. Whereas currently grants for CRSP activities and Safer Routes projects are made by LTNZ to either local authorities and community groups, the proposal is for only approved organisations, such as territorial local authorities, to receive funding from Land Transport NZ. It will be the responsibility of those “approved organisations” to make arrangements for the delivery of the CRSP activities, involving community groups where appropriate. Land Transport NZ proposes to use a financial assistance rate of 75%, with the remainder acquired through local sources. This may involve territorial local authorities directly meeting the remaining 25% of the project costs. Community projects, some of which currently receive 100% of their funding from Land Transport NZ, will need to seek funding from other funding organisations such as the Lotteries Grant Boards, Accident Compensation Corporation, Road Safety Trust, and local authorities, to supplement the financial assistance received from Land Transport NZ.
14. The Christchurch City Council is one of several local authorities in Canterbury and Waikato selected to test the practical application of the proposed CRSP integration policies during the current financial year and to provide feedback to Land Transport NZ to assist with the design of support systems, resources and advice. The proposal is targeted for implementation nationwide in the 2007/08 financial year.