



**Attachment A**

5 February 2020

Committee Secretariat  
Transport and Infrastructure Committee  
Parliament Buildings  
Wellington

Email: [ti@parliament.govt.nz](mailto:ti@parliament.govt.nz)

To the Transport and Infrastructure Committee

**SUBMISSION ON LAND TRANSPORT (NZTA) LEGISLATION AMENDMENT BILL**

This submission is from Queenstown Lakes District Council, 10 Gorge Road, Queenstown, 9300.

QLDC wishes to appear before the committee to speak to its submission. It should be noted that this submission reflects the position of officers and has not yet been ratified by full council.

I can be contacted on 03 441 0471 or [mike.theelen@qldc.govt.nz](mailto:mike.theelen@qldc.govt.nz).

Yours faithfully



Mike Theelen  
**Chief Executive**

## **SUBMISSION ON LAND TRANSPORT (NZTA) AMENDMENT BILL**

Queenstown Lakes District Council (QLDC) supports the intent of this bill. With a significant road corridor in a small town, the NZTA has a highly visible presence within Queenstown specifically and the wider district in general. As a high growth council, in terms of resident population as well as tourist numbers, QLDC faces significant regulatory challenges. Large numbers of vehicles are abandoned on the district's roads and increasing numbers of fines remain unpaid. The refinement of the Act enabling the Agency to put forward a clear regulatory position through the proposed regulatory strategy is welcomed.

QLDC is eager to work in partnership with the NZTA to best serve the community through consistent and effective regulatory functions, and acting as management and financial partner to the Agency through transport and infrastructure programmes.

### **1.0 ROBUST PARTNERSHIP**

1.1 QLDC requests that a clear partnership is signalled between the NZTA and local government within the Bill. Not only must this solidify collaboration as regulatory and management partners, but also must place local government as an investment partner with the NZTA.

- The management of the State highway system including all functions outlined in Section 95(1)(i) along with any transport programme should take place in conjunction with local authorities. This will allow the alignment with the council's three waters strategies and other local authority work programmes.
- The financial management and funding of the land transport system must provide investment certainty for all financial partners including local authorities.
- All activities included in a national land transport programme as per Section 95(2)(a) must be made in conjunction with local authorities and investment partners. This partnership must extend to the approval given to procurement processes as per Section 95(2)(c).

### **2.0 REGULATORY STRATEGY**

2.1 QLDC strongly supports the adoption of a published regulatory strategy setting out how regulatory functions will be performed by the Agency and the Director. The move to confirm and clarify the regulatory approach of the Agency as signalled in Section 95(1)(b) is welcomed.

- The Agency must be held as the regulatory authority with a clear approach to delegations held by other authorities such as local government.
- There must be clarity within the regulatory strategy in the approach towards new modes of transport specifically in the micromobility category (electric scooters, electric skateboards etc.) and cycleways.
- As well as roading-based transport options, there must be clarity around the Agency's role in relation to alternative transport options i.e. water transport and gondolas.

### **3.0 SPEED MANAGEMENT**

3.1 QLDC welcomes the establishment of committees to enact speed management plans and supports the intent of ensuring safety on New Zealand roads. There are concerns however, that if focussed at a regional rather than local level, these committees may impede the timely implementation of any changes.

- As a high growth council with an extremely high number of visitors to the district, from other parts of New Zealand and from overseas, QLDC and other high growth, high visitor districts should be given an additional delegation for faster implementation of speed changes.

### **4.0 CENTRAL ROAD REGISTER**

4.1 QLDC support the establishment and operation of a publically available central register of land transport records.

- The central register of land transport records, will allow local authorities to perform functions and duties, and exercise powers in accordance with and in relation to information provided nationally.

### **5.0 NATIONAL EVIDENCE BASE**

5.1 QLDC requests consideration for guidance outlining the importance of public transport and active travel on a national level in providing genuine alternatives to private vehicles.

- The presence of a national evidence base will allow local government to provide area-specific evidence in the context of national guidelines and strategies.
- With a baseline provided nationally, the requirement for this to be re-addressed within each separate business case provided by local authorities will be removed, thereby increasing efficiencies and expediting this process.