

26 April 2023

Chairperson
Transport and Infrastructure Committee
Parliament Buildings
Wellington

Kāpiti Coast District Council Submission on the Land Transport Management (Regulation of Public Transport) Amendment Bill.

Thank you for the opportunity to submit on the Land Transport Management (Regulation of Public Transport) Amendment Bill (LTMA). Kāpiti Coast District Council (Council) would like to express our overall support of this Bill, as we believe the Sustainable Public Transport Framework (SPTF) will provide a clearer direction for public transport overall, as well as a greater focus on decarbonisation, and greater flexibility for the way public transport services are funded and provided.

Along with our own Sustainable Transport Strategy 2022, the SPTF will allow us to develop pathways towards districtwide emissions reduction as well as consider such actions as the provision of public transport to encourage people out of cars. We would like to make specific comments on the following high level changes being proposed through this Bill:

New objectives for planning, procurement, and delivery of services

Council supports the inclusion of new objectives to the SPTF which:

- support mode-shift and the transition from private motor vehicles to public transport services.
- ensure fair and equitable treatment of employees.
- support improved environmental and health outcomes.
- provide value for money and efficiency from public transport investment.

These new objectives recognise that public transport is a key tool in reducing local carbon emissions and improving environmental and health outcomes. Transport as a whole is currently responsible for about 57% of carbon dioxide emissions in Kāpiti, and the private car is the most significant contributor to land-based travel emissions. These emissions not only contribute to climate change, but also have a negative impact on the environment and the health of our communities. Moving people out of private vehicles and into either public transport or active transport is therefore a key priority for Kāpiti, and it is useful to have these objectives spelled out in the LTMA.

Council also supports the fair and equitable treatment of employees and currently pays all staff the living wage. In December 2022 Council agreed to take the next steps towards becoming a fully accredited Living Wage Employer. Council is therefore supportive of the inclusion of fair and equitable treatment of employees as an objective of the LTMA and would encourage transport sector employers to commit to paying all staff a living wage.

Enabling direct ownership and operation of public transport services

Council supports the proposals to allow Regional Councils to operate public transport services inhouse rather than through private operators. These changes will allow regional Councils to own their own public transport assets such as buses, ferries and depots directly by removing the requirement for interests in public transport to be through a council-controlled trading organisation.

In the Wellington Region we have seen major issues over the past few years in the ability of providers to deliver public transport services as planned, primarily resulting from chronic driver shortages. We are therefore supportive of the proposals in the Bill giving Councils a greater ability to directly manage the provision of public transport services through the ownership of assets and direct employment of staff.

We understand that the Bill also provides for Territorial Authorities, such as Kāpiti Coast District Council, to own and provide its own public transport services if it wishes. While we work with the Regional Council on the delivery of public transport services within our District, the reality of prioritising funding and service delivery across the region as a whole means that Kāpiti remains underserved in terms of public transport, particularly in Ōtaki to the north. Whilst rail services from Waikanae to Wellington are frequent and high quality, rail services north of Waikanae are poor. Bus transport is also limited across the district, with the north particularly underserved. The lack of available, timely and affordable public transport services limits access to essential services such as healthcare for those in our community without easy access to private vehicles and sets up an over-reliance on private vehicles that will negatively affect our ability to respond to climate change and negatively impacts on health and environmental outcomes for our community. We are therefore supportive of changes that would allow Council to consider the provision of services at a local level if they are unable to be served by the Regional Council.

Encouraging greater collaboration between regional councils and territorial authorities

Council supports the requirement for Regional Councils and Territorial Authorities to take a more collaborative approach in preparing regional public transport plans (RPTP). Council currently collaborates with Greater Wellington Regional Council on infrastructure relating to public transport, for example bus stop locations, but the proposed change will provide Council with more opportunity to be involved in the formulation of the RPTP. This will provide a better integration of regional and district council planning and requirements in relation to public transport.

District Councils are also more likely to hear from their local community directly on areas for improvement and what is important to local public transport users. Better collaboration on RPTP will ensure that these local views are considered when planning for public transport in their areas.


Clarifying treatment of on-demand public transport services

Council supports the proposal to expand the definition of public transport to include unscheduled and on demand services. Our community is spread across a number of semi-compact settlements along the coast. This can make public transport services difficult to sustain as demand for individual services may not be sufficient to support traditional service provision. While there are no on-demand services currently in our District, our District may

be better serviced by this model of public transport service than traditional route/timetabled public transport services. The proposed change would allow Greater Wellington Regional Council to procure this type of service separately, and we can see some real opportunities and benefits of this type of service for our community.

In summary, we are supportive of the changes proposed in the Land Transport Management (Regulation of Public Transport) Amendment Bill. We believe the changes will create more flexibility to provide public transport services that will meet the needs of our community and to give greater weight to the role public transport plays in reducing carbon emissions and improving environmental and community health outcomes. Thank you for the opportunity to submit on this Bill.

Yours sincerely,



Darren Edwards
Chief Executive
Kāpiti Coast District Council