

## Local Government (Auckland Council) (Transport Governance) Amendment Bill - Q&As

### What is the purpose of the Bill?

The purpose of the Local Government (Auckland Council) (Transport Governance) Amendment Bill (the Bill) is to reform transport governance and planning arrangements in Auckland by:

- ensuring democratic accountability for transport decision making in Auckland; and
- strengthening the role of the Government and Auckland Council in long-term integrated transport planning in Auckland.

### What are key policy proposals in the Bill?

*Establishing the Auckland Regional Transport Committee, responsible for the creation of a 30-year transport plan for Auckland*

- The Bill establishes a statutory committee, the Auckland Regional Transport Committee (ARTC). The ARTC will be comprised of ministerial appointees and Auckland Council elected members, along with an independent chair.
- The ARTC will be responsible for developing the 30-year transport plan for Auckland, for approval by the Government and Auckland Council. The ARTC will also develop the Auckland Regional Land Transport Plan for approval by Auckland Council and carry out any other delegated functions.
- The 30-year transport plan for Auckland will provide strategic direction for the transport system in Auckland, by aligning the transport priorities of Government and Auckland Council into one plan. It will help optimise joint Government and Auckland Council funding, reduce current inefficient and duplicative processes across agencies, and provide more certainty on investment priorities and other interventions. Aucklanders will be consulted on the plan, and it will be jointly agreed by Cabinet and Auckland Council.

*Shifting most transport functions, including Road Controlling Authority status, from Auckland Transport to Auckland Council*

- The Bill shifts most transport functions from Auckland Transport to Auckland Council, including regional transport policy and planning, and responsibility for delivery functions such as delivering the transport capital programme and maintaining transport infrastructure. An exception will be responsibility for providing public transport services which will remain with the transport Council-Controlled Organisation (CCO) (see following page).

- The Bill also makes Auckland Council the Road Controlling Authority (RCA) for Auckland. RCA's have wide ranging functions covering policy, regulatory, and operational matters, including the power to make bylaws under the Land Transport Act 1998.

#### *Re-establishing a delivery-focused transport CCO*

- The Bill re-establishes Auckland Transport as a statutory transport CCO (referred to as the transport CCO), primarily focused on the provision of public transport services in Auckland.

#### *Allocating specific transport functions to Auckland Council's local boards*

- The Bill provides for shared decision-making for Auckland Council's new RCA functions between the Governing Body of Auckland Council (comprising the Mayor and 20 ward councillors) and Auckland Council's local boards.
- The local boards will be responsible for specific decision-making on local roads (roads that collect and distribute traffic to and from properties in an area) and collector roads (roads that collect and distribute traffic from local roads to arterial roads) within Auckland.
- The Governing Body will make all decisions on arterial roads (roads which serve as the principal avenue for traffic movement), all decisions on roads in the city centre, and any decisions on local and collector roads not allocated to local boards in legislation.
- These different types of roads across Auckland (local, collector, arterial and city centre) will be classified by Auckland Council, who will be required to develop the Auckland Roding Classification Framework. The Roding Classification Framework must then be approved by the Minister.

### How will the transition be managed?

- The Bill provides for a transition period to allow for the transition of functions and responsibilities from Auckland Transport (i.e. the transport CCO) to Auckland Council. The transport CCO will continue to perform and exercise most of the functions and powers previously held by Auckland Transport during this period, except for policy and planning functions which will shift on enactment.
- The transition period will end when Auckland Council has directed the transport CCO to stop performing or exercising all additional powers and functions previously held by Auckland Transport. The transition is expected to be completed in six months or less.
- Auckland Council will be required to appoint a transition director to prepare a transition plan for the transport CCO and Auckland Council. This plan must include the strategy and timing for the transition of functions from the transport CCO to Auckland Council.