

Chair

Cabinet Committee on Implementation of Auckland Governance Reforms

## **AUCKLAND GOVERNANCE: REGIONAL TRANSPORT AUTHORITY**

### **Proposal**

1. This paper seeks to confirm Cabinet's in-principle decision that all Auckland local authority transport functions be consolidated under a Regional Transport Authority (RTA) and agreement to the governance framework for the RTA [CAB Min (09) 12/7 refers].

### **Executive Summary**

2. On 6 April 2009, Cabinet agreed in-principle that an RTA with responsibility for all local authority transport functions be established as part of the Auckland governance reforms, and invited the Minister of Transport to report back with detailed advice on including local roads in the RTA. Cabinet also confirmed a preference for a framework that was consistent with existing national funding and governance frameworks [CAB Min (09) 12/7 refers].
3. This paper assumes that established statutory instruments, such as the Long-Term Council Community Plan and District Plan will continue to guide Auckland Council decision-making pending decisions on a spatial plan and infrastructure investment plan. The paper anticipates that local boards will have an advisory role in identifying local service needs and a budget for planning and 'place-shaping' (eg, improvements to public open spaces).
4. Transport expenditure accounts for approximately 54 percent of rates revenue and 30 percent of total Auckland local authority revenue when user-charges, investments and subsidies from the New Zealand Transport Agency (NZ Transport Agency) are included.
5. I have examined five governance options and consider that the local authority transport network is best managed as a single network by an RTA. An RTA will provide a level of focus on transport issues and continuity of decision-making that could not be provided by the full Auckland Council with its multiplicity of responsibilities.
6. I am proposing a governance framework that allocates the main transport roles as follows:
  - 6.1. The Auckland Council would be responsible for the Auckland Long-Term Council Community Plan, which will establish council transport funding for the RTA, and the Auckland Regional Land Transport Strategy that sets out the transport outcomes that the region wishes to achieve over a 30-year period;

- 6.2. The RTA would be responsible for planning and delivering local roading and public transport, including preparation of the Auckland Regional Land Transport Programme. The Auckland Regional Land Transport Programme sets out the transport projects anticipated over the next three years;
  - 6.3. The Auckland Regional Land Transport Programme would need to be consistent with the Government Policy Statement on Land Transport Funding, the Auckland Regional Land Transport Strategy and the Auckland Council's Long-Term Council Community Plan; and
  - 6.4. The local boards would be able to progress local 'place-shaping', including transport improvements (eg, footpath and cycleway enhancements, traffic calming, lighting and on-street amenities) from local board budget allocations. Such proposals would need to be incorporated into the Auckland Council's Long-Term Council Community Plan and Auckland Regional Land Transport Programme.
7. The RTA would have a six-to-eight member board with relevant expertise, including up to two Auckland Councillors to recognise that transport is a high profile issue in the Auckland region, accounts for a significant proportion of rates expenditure and is likely to be a priority for the Auckland Council. Non-elected members would have a term of four years to provide continuity between council administrations. The RTA Board would be appointed by the Auckland Council.
  8. In addition, to ensure good co-ordination between transport providers, any Auckland Council committee considering the Auckland Regional Land Transport Strategy and the RTA Board will include a NZ Transport Agency representative in an advisory capacity. The Auckland Council will also have a statutory obligation to work closely with the RTA Board, the NZ Transport Agency, particularly with respect to State highways, and the New Zealand Railways Corporation with respect to rail. The RTA Board will have a similar statutory obligation.
  9. Transition measures would provide for appointment and empowerment of an interim RTA Chief Executive Officer by the Auckland Transition Agency. The RTA would begin operation on 1 November 2010 following the disestablishment of the existing local authorities and the Auckland Regional Transport Authority (ARTA) on 31 October 2010. The RTA Board should be appointed as soon as possible by the incoming Auckland Council.

## **Background**

### ***Royal Commission on Auckland Governance***

10. The Royal Commission on Auckland Governance recommended an RTA be established with responsibility for public transport and arterial roads, and with the six local councils responsible for all other local roads. The Royal Commission on Auckland Governance also recommended the establishment of a joint management structure with the NZ Transport Agency for national land transport funding and State highways, and with the New Zealand Railways Corporation for passenger rail.

## ***Cabinet Decisions***

### *Transport*

11. Cabinet has:
  - 11.1. agreed in-principle to the consolidation of responsibility of all Auckland local authority transport functions under an RTA;
  - 11.2. invited the Minister of Transport to report back to Cabinet by 27 April 2009 with detailed advice on the implications of including local roading functions within the RTA, particularly during the transition period; and
  - 11.3. agreed that the proposals for transport recommended by the Royal Commission on Auckland Governance be simplified by:
    - 11.3.1. ensuring the Auckland funding framework is consistent with the national funding framework; and
    - 11.3.2. maintaining the current structural relationship between national and regional functions with respect to roads and rail, although with mechanisms for improved coordination [CAB Min (09) 12/7 refers].
12. Cabinet subsequently invited the Minister for Economic Development, the Minister for the Environment and the Minister of Transport to report back separately to the Cabinet Committee on Implementation of Auckland Governance Reforms on the issues raised in the submissions relating to their respective portfolios, as soon as possible [CAB Min (09) 16/11 refers].
13. A number of other Cabinet decisions potentially impact on the transport governance structure.

### *Spatial Plan*

14. Cabinet has agreed that further investigation of integrated planning, including a regional spatial plan and regional infrastructure investment plan, be included in phase two of the resource management reforms, through the work stream focusing on improving approaches to urban planning [CAB Min (09) 27/8 refers]. Transport officials understand that there is unlikely to be legislative change arising from this work stream until 2011.
15. This paper therefore assumes that established statutory instruments, such as the Long-Term Council Community Plan and District Plan will continue to guide Auckland Council decision making pending decisions on a spatial plan and infrastructure investment plan.

### *Local Boards*

16. Cabinet has agreed that the main roles of local boards will relate to local service levels on services that are purely local in nature, 'place-shaping' in the local area from

an agreed local board budget, and input to strategies, policies, plans and bylaws [CAB Min (09) 27/9 refers].

17. This paper therefore anticipates that local boards will have an advisory role with respect to transport services and a budget for the transport elements of 'place-shaping'.

### **Funding Sources**

18. Transport expenditure accounts for approximately 54 percent of rates revenue and 30 percent of total Auckland local authority revenue when user-charges, investments and subsidies from the NZ Transport Agency are included.
19. As illustrated in Figure 1, total local authority annual expenditure in Auckland was in the order of \$3.4 billion in 2008. Rates account for approximately \$1.1 billion of this revenue with subsidies, charges and investment returns accounting for the balance. Transport expenditure accounts for approximately \$678 million of rates revenue and \$1 billion of total expenditure, including \$348 million in subsidies through the NZ Transport Agency.
20. The Crown also fully funded \$566 million of work on the national networks in the Auckland region in the 2007/08 year, including \$489 million in State highway expenditure and \$77 million in metro-rail related track improvements.

**Figure 1: Auckland Local Government Expenditure in 2008**

<b>Local Authority</b>	<b>Total Expenditure (\$m)</b>	<b>Total Transport (\$m)</b>	<b>Transport Percentage</b>
Auckland City	1,107	323	29
Franklin District	105	37	35
Manukau City	489	137	28
North Shore City	334	124	37
Papakura District	99	29	29
Rodney District	316	86	27
Waitakere City	510	72	14
Auckland Regional Council	262	9	3
ARTA	206	206	100
<b>Total Expenditure</b>	<b>3,432</b>	<b>1,026</b>	<b>30</b>
<b>Rates</b>	<b>1,132</b>	<b>678</b>	<b>54</b>

Source: DIA data based on Statistics NZ's Local Authority Survey 2008.

## Land Transport Governance

### Options

21. I have considered the following five high-level transport governance options:
- Option One: *Auckland Council* – allocate local road and public transport functions to the Auckland Council;
  - Option Two: *Auckland Council and a Regional Transport Authority* – allocate local road and public transport functions to an RTA, with the Auckland Council providing funding;
  - Option Three: *Auckland Council and a Public Transport Authority* – allocate public transport functions to an RTA and local road and funding functions to the Auckland Council;
  - Option Four: *Auckland Council and a Arterial Roads-Public Transport Authority* – allocate arterial roads and public transport functions to an RTA, and remaining local road functions to the Auckland Council; and
  - Option Five: *Joint Venture Entity* – establish a statutory joint venture with a board appointed by the government and the Auckland Council, with responsibility for some or all of Auckland’s State highways, local roads, rail and other public transport.

### Representation

22. A range of parties have provided views on the value of an RTA. Two relatively clear alternative positions emerge from the submissions:
- 22.1. The Committee for Auckland, the New Zealand Council for Infrastructure Development and ARTA support an appointed decision-making body, suggesting it would provide a focused, business-like approach that would provide continuity and reduce political interference; and
  - 22.2. The Auckland Regional Council, Auckland City Council, Manukau City Council and Infratil support an elected decision-making body, suggesting transport decisions will inevitably be a key focus for the Auckland Council and should be closely integrated with council regulatory planning decisions.
23. The evidence offered in the representations is inconclusive.

### International Examples

24. The international RTA examples studied by the Royal Commission on Auckland Governance have been re-examined.
25. There are interesting examples of RTAs in London and Vancouver, although both involve governance arrangements across multiple local authorities which will not apply in Auckland when the unitary Auckland Council is established.

26. Single-city administrations such as those in Brisbane, Ottawa and Calgary, typically provide for arms-length ownership and operation of public transport but do not generally provide for allocation of public funds by an RTA type structure.

### ***Local Roads***

27. Cabinet also invited the Minister of Transport to provide detailed advice on the implications of including local roading functions within an RTA [CAB Min (09) 12/7 refers].
28. The argument for separate management of arterial roads and neighbourhood streets is that a transport agency should be focussed exclusively on the arterial network without the distractions involved in addressing local access. Local communities would directly determine access and amenity issues that arise on neighbourhood streets.
29. The argument for integrating arterial road and neighbourhood street management is that access, mobility and amenities are intermixed across the network and are best managed in a fully integrated way. Arterial roads pass through shopping centres that are often the main focus of local communities. Additionally, intersections that connect arterial roads and neighbourhood streets are critical to the effective operation of both the arterial and neighbourhood parts of the network. The interaction between road and rail is a further factor, including at level crossings and stations. Consistent standards, such as those around road signage, are also important from a user's perspective.
30. In my view, a single agency is needed to balance the competing demands on transport resources and allocate resources where they are most needed. Generally, the options that consolidate decision-making (Options One, Two and Five) are preferable to those that split decisions between multiple agencies (Options Three and Four).
31. The transfer of statutory roading functions to the RTA is relatively straightforward (eg, transfer of existing transport bylaws and contracts). The administrative arrangements will be more challenging (eg, transfer of around 700 staff and significant public counter and call-centre functions). Early appointment of the interim RTA Chief Executive Officer and provision of sufficient resources to support the transition will be critical to a successful transition.

### ***Departmental Comment***

32. The Auckland Council option offers a simpler decision-making structure, greater potential for integrated decision-making and would consolidate transport expertise with a single agency. The RTA options offer a specific focus on transport outcomes, less political involvement in decision-making and could draw on a wider pool of expertise.
33. The Treasury, the Department of Internal Affairs, the Ministry for the Environment and the Ministry for Economic Development consider that, on balance, the benefits of the Auckland Council option (Option One) outweigh the benefits associated with any of the RTA options. A key reason for undertaking the Auckland governance reforms is to

enable integrated decision-making on regionally significant issues. Option One would best support this outcome. In particular Option One will more likely provide for:

33.1. horizontal integration (eg, integrating decisions on functions such as land use and road planning); and

33.2. vertical integration (eg, integrated decisions on functions such as the transport strategy, transport funding and service provision).

34. Furthermore, transport is a high profile issue in Auckland and accounts for 54 percent of rates revenue. The Department of Internal Affairs considers that elected members, who are solely responsible for rating levels, need to be clearly accountable for transport funding decisions. The Treasury also considers that there is no clear or strong rationale for central government mandating a unique approach to transport decision-making in Auckland.

### ***Preferred Option***

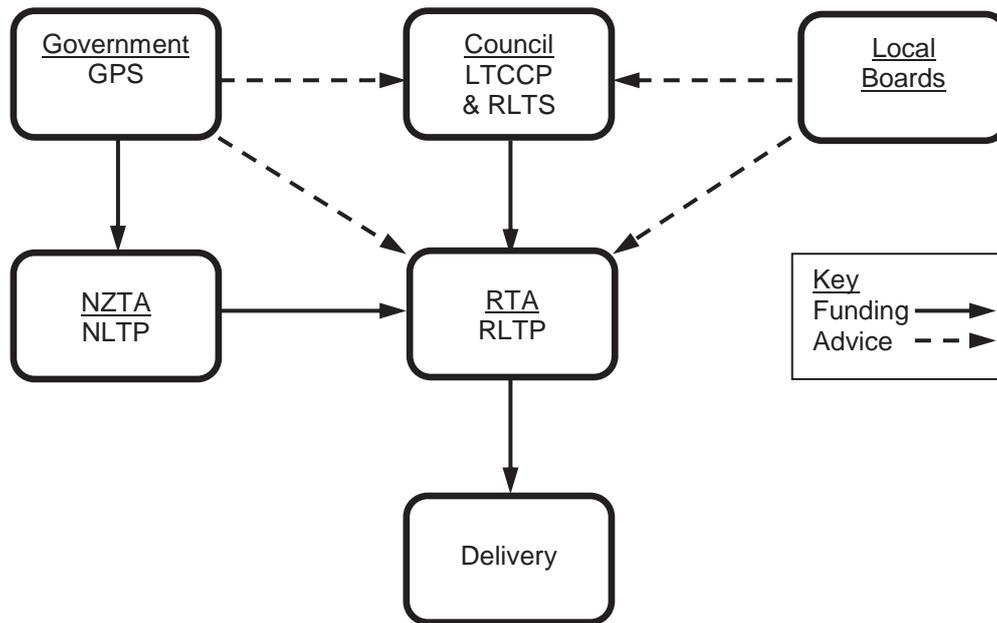
35. The choice between the options depends on the weight given to the comparative simplicity, integration and direct accountability offered by an elected council (Option One) and the focus, continuity and expertise offered by an appointed board (Option Two).

36. Separating public transport decision-making from roading decisions (Option Three) and further splitting local road responsibilities (Option Four) would not take full advantage of the single council model and is not desirable. Pursuing a formal joint venture would potentially limit prioritisation at the national level and further complicate an already challenging reorganisation (Option Five).

37. In my view, the benefits associated with an RTA warrant confirmation of Cabinet's in-principle decision to establish an RTA (Option Two). An appointed RTA Board will bring a greater focus on transport delivery than the Auckland Council with its multiple functions and responsibilities could provide. An RTA is warranted in Auckland as the growth pressures are greater and the transport issues more complex than in any other unitary authority. An RTA Board would also provide greater continuity in investment and operational decisions than is likely to occur with an elected council. An arms-length entity will also draw on a wider pool of expertise than the Auckland Council could alone.

38. I therefore recommend that Cabinet confirm its in-principle preference for an RTA. Figure 2 summarises the proposed Auckland transport governance framework.

**Figure 2: Proposed Auckland Transport Governance Framework**



**Proposed Governance Framework**

**Transport Functions of the Auckland Council**

- 39. I propose that the Auckland Council would have the following transport duties and responsibilities:
  - 39.1. Setting the strategic direction for the local authority transport network in the Auckland region;
  - 39.2. Responsibility for the Auckland Regional Land Transport Strategy which sets out the region’s transport objectives over a period of up to 30 years. Any Council committee that considers the Auckland Regional Land Transport Strategy should include one additional member nominated by the NZ Transport Agency acting in an advisory role;
  - 39.3. Local authority transport funding, including any funding agreements with the RTA;
  - 39.4. A duty to work closely with the RTA, the NZ Transport Agency and the New Zealand Railways Corporation to ensure the views of those agencies are properly incorporated in transport decision making by the Auckland Council; and
  - 39.5. Governance of the RTA in a similar way to a council-controlled organisation.

**Purpose of the Regional Transport Authority**

- 40. The purpose of the RTA needs to align with the purpose of the national transport planning and funding system under the Land Transport Management Act 2003. This is

because the majority of projects proposed by the RTA will need to be consistent with this purpose to secure national funding.

41. I have asked officials to commence work on a review of the Land Transport Management Act 2003. This may lead to changes in the purpose of the transport planning and funding system that will ultimately need to be reflected in the RTA's purpose statement.
42. As an interim measure, I therefore propose that the purpose of the RTA be to undertake its functions in a way that contributes to an affordable, integrated, safe, responsive and sustainable land transport system for the Auckland region.

### ***Functions of the Regional Transport Authority***

43. I propose that the RTA would take on the following transport functions and duties:
  - 43.1. Planning and delivery of the local authority transport network in the Auckland region, including local roading and public transport, in accordance with the strategic direction set by the Auckland Council;
  - 43.2. Preparing the Auckland Regional Land Transport Programme which sets out the projects and services to be funded by the Auckland Council, local boards and the NZ Transport Agency over the next three years, including State highways;
  - 43.3. Ensuring that the Auckland Regional Land Transport Programme is consistent with the Government Policy Statement on Land Transport Funding, the Auckland Regional Land Transport Strategy and the Auckland Council's Long-Term Council Community Plan;
  - 43.4. Engaging with local boards over local 'place-shaping' proposals;
  - 43.5. Working closely with the NZ Transport Agency and the New Zealand Railways Corporation to ensure that the plans and views of those agencies are properly incorporated into RTA decision-making;
  - 43.6. Acting as an approved organisation in respect of transport activities for which funding has been approved by the NZ Transport Agency;
  - 43.7. Being the Road Controlling Authority for Auckland local roads and all local government car-parking functions;
  - 43.8. Undertaking public transport planning, regulation and contracting under the Public Transport Management Act 2008; and
  - 43.9. Being a requiring authority under the Resource Management Act 1991.

### ***Transport Functions of Local Boards***

44. I propose that local boards would take on the following transport functions:

- 44.1. Participating as a statutory consultee in the development of the Auckland Regional Land Transport Strategy and Auckland Regional Land Transport Programme;
  - 44.2. Advising the Auckland Council and the RTA on local transport needs that the local boards consider should be provided for in the Auckland Regional Land Transport Programme, and that transport not be subject to service level agreements between the Auckland Council and local boards; and
  - 44.3. Funding 'place-shaping' transport improvements (eg, footpath and cycleway enhancements, traffic calming, lighting and on-street amenities) from local board budget allocations, provided those proposals are incorporated into the Auckland Council's Long-Term Council Community Plan and in the Auckland Regional Land Transport Programme.
45. A statutory Auckland Regional Transport Committee would not be needed under this framework, and the existing Committee will therefore be disestablished. ARTA would also be consequentially disestablished.

### ***Regional Transport Authority Board***

- 46. RTA Board members could be drawn from the Auckland Council or be selected for their governance expertise. Under the council-controlled organisation model there is no restriction on councillors being directors of a council-controlled organisation if they have relevant skills and experience. Under the current ARTA model, councillors are excluded from being ARTA directors.
- 47. I have recommended that an RTA be created by statute to provide greater continuity and expertise through input from outside directors. Transport is, however, a high profile issue in the Auckland region, accounts for a significant proportion of rates expenditure and will be a priority for the Auckland Council.
- 48. I propose an approach that blends expertise from inside and outside the Auckland Council in transport decision-making. The RTA Board will have six-to-eight members appointed by the Auckland Council. The RTA Board members must have relevant skills and expertise, including up to two Auckland councillors to recognise the significance of transport for the Auckland Council.
- 49. The non-elected members of the RTA Board would have a four-year term to provide continuity across council administrations.

### ***Coordination of Transport Providers***

- 50. Cabinet also agreed there should be improved coordination mechanisms between road and rail agencies [CAB Min (09) 12/7 refers].
- 51. The Auckland roading and rail network is delivered by national and local government and their agencies:

- 51.1. The State highway and railway components of the Auckland network are almost entirely funded by the Crown as critical parts of the national transport network; and
  - 51.2. Local roads and public transport are jointly funded from transport taxes and rates through a bidding and approval system under the National Land Transport Programme.
52. The planning and allocation framework gives the region influence over the strategic direction of transport investment in State highways and railways through the Auckland Regional Land Transport Strategy and Auckland Regional Land Transport Programme. The government, nevertheless, sets strategic policy for the allocation of national transport funds through the Government Policy Statement on Land Transport Funding. Final decisions on State highway and railway investment rest with the government and its agencies rather than the region given the national nature of these networks and their funding.
53. I am proposing three additional measures to further improve coordination between the national and regional networks:
- 53.1. That the NZ Transport Agency be formally appointed as an advisor to the RTA Board in addition to the six-to-eight members appointed by the Auckland Council. This would ensure that RTA Board decisions are well informed from a national funding, safety and State highway perspective;
  - 53.2. That the RTA Board have a statutory obligation to work closely with the NZ Transport Agency, particularly with respect to State highways, and the New Zealand Railways Corporation with respect to rail; and
  - 53.3. The rail governance framework currently in development will make specific provision for a metro-rail element to ensure the New Zealand Railways Corporation is well positioned to support passenger rail services in the Auckland region.

### ***Transition***

54. The transition powers of the Auckland Transition Agency need to be extended to include the appointment of an interim RTA Chief Executive Officer of the RTA. The appointment should be made as soon as possible after the necessary legislation is in place to enable the appointment of staff and decisions to be made about the RTA premises and systems. Early decisions will allow the RTA to seamlessly take over transport responsibilities at the same time that the Auckland Council commences operation on 1 November 2010. The Auckland Council should be required to appoint the RTA Board as soon as possible after the Auckland Council is established.

### **Consultation**

55. The Department of Internal Affairs, the Ministry for the Environment, the Treasury, the Ministry of Economic Development, the Ministry of Social Development, Te Puni Kōkiri, the Ministry of Pacific Island Affairs, the Department of Building and Housing, the NZ Transport Agency, the New Zealand Railways Corporation and the Auckland

Transition Agency have been consulted in the preparation of this paper. The Department of the Prime Minister and Cabinet has been informed about this paper.

### **Legislative**

56. The recommendations in this paper would result in legislative measures to allocate transport functions between the Auckland Council, local boards and an RTA. The Auckland Council would have responsibility for strategic planning and setting regional transport rates. The RTA would have responsibility for operational planning and be an approved organisation for national funding purposes, a road controlling authority and public transport regulator. The RTA would be established and the Auckland Regional Transport Committee and ARTA consequentially disestablished.

### **Regulatory Impact Analysis Implications**

57. The Ministry of Transport confirms that the principles of the Code of Good Regulatory Practice and the regulatory impact analysis (RIA) requirements, including the consultation requirements, have been complied with in the preparation of this proposal. The Regulatory Impact Assessment Team (RIAT) have concluded that the proposals outlined in the RIA are not 'significant' and do not warrant a formal assessment by RIAT. A Regulatory Impact Statement (RIS) has been prepared based on Ministry of Transport policy advice previously provided to relevant departments. The RIS has been assessed by the Ministry of Transport and the Ministry considers that the RIS is adequate according to Cabinet's adequacy criteria.

### **Financial Implications**

58. There are no financial implications arising directly from this paper.

### **Human Rights, Gender Implications and Disability Perspective**

59. The proposal to confirm that the RTA have responsibility for Auckland local authority transport does not raise specific human rights, gender or disability issues.

### **Publicity**

60. The approval in principle of an RTA was announced in conjunction with other decisions about the government's preferred model in April 2009. If the RTA is to be effective from 1 November 2010, planning needs to get underway now. I therefore propose to announce the government's final position on Auckland transport governance as soon as possible after the recommendations in this paper have been confirmed.

### **Recommendations**

61. The Minister of Transport recommends that the Committee:
- 1) **note** that on 6 April 2009 Cabinet agreed in-principle to a Regional Transport Authority (RTA) with responsibility for all local authority transport functions, and invited the Minister of Transport to report back on the implications of including

local roads in the RTA, particularly during the transition period [CAB Min (09) 12/7 refers];

- 2) **note** that Cabinet has agreed that further investigation of integrated planning, including a regional spatial plan and regional infrastructure investment plan, be included in phase two of the resource management reforms [CAB Min (09) 27/8 refers], that legislative change is unlikely before 2011 and this paper therefore assumes that the existing planning instruments will apply when the Auckland Council is established;
- 3) **note** that transport accounts for approximately 54 percent of rates revenue and 30 percent of total Auckland local authority revenue when user-charges, investments and subsidies from the New Zealand Transport Agency (NZ Transport Agency) are included;
- 4) **note** that five governance options have been considered:
  - Option One: Auckland Council;
  - Option Two: Auckland Council and a Regional Transport Authority;
  - Option Three: Auckland Council and a Public Transport Authority;
  - Option Four: Auckland Council and a Arterial Roads-Public Transport Authority;
  - Option Five: Joint Venture Entity involving national and regional transport providers;
- 5) **confirm** that local roads should be managed by a single agency to balance the competing demands on transport resources and allocate resources where they are most needed;
- 6) **confirm** that an RTA with responsibility for delivery of all local authority transport functions (Option Two) be established to provide greater focus on transport issues than could be provided by the Auckland Council and that the Auckland Regional Transport Authority and Auckland Regional Transport Committee be disestablished;
- 7) **agree** that the Auckland Council transport functions, powers and responsibilities include:
  - 7.1) setting the strategic direction for the local authority transport network in the Auckland region;
  - 7.2) responsibility for the Auckland Regional Land Transport Strategy, and that any Council committee that considers the Auckland Regional Land Transport Strategy include one additional member nominated by the NZ Transport Agency acting in an advisory role;

- 7.3) local authority transport funding, including any funding agreements with the RTA;
  - 7.4) working closely with the RTA, the NZ Transport Agency and the New Zealand Railways Corporation to ensure the plans and views of those agencies are properly incorporated into transport decision-making by the Auckland Council;
  - 7.5) governance of the RTA in a similar way to a council-controlled organisation;
- 8) **agree** that the purpose of the RTA in Auckland should be to undertake its functions in a way that contributes to an affordable, integrated, safe, responsive and sustainable land transport system for the Auckland region;
- 9) **agree** that the RTA's functions, powers and duties include:
- 9.1) planning and delivery of the local authority transport network in the Auckland region, including local roading and public transport, in accordance with the strategic direction set by the Auckland Council;
  - 9.2) preparing the Auckland Regional Land Transport Programme which sets out the projects and services to be funded by the Auckland Council, local boards and the NZ Transport Agency over the next three years, including State highways;
  - 9.3) ensuring that the Auckland Regional Land Transport Programme is consistent with the Government Policy Statement on Land Transport Funding, the Auckland Regional Land Transport Strategy and the Auckland Council's Long-Term Council Community Plan;
  - 9.4) engaging with local boards over local transport improvements;
  - 9.5) working closely with the NZ Transport Agency and the New Zealand Railways Corporation to ensure the plans and views of those agencies are properly incorporated into RTA decision-making;
  - 9.6) acting as an approved organisation in respect of transport activities for which funding has been approved by the NZ Transport Agency;
  - 9.7) being the Road Controlling Authority for Auckland local roads and all local authority car-parking functions;
  - 9.8) undertaking public transport planning, regulation and contracting under the Public Transport Management Act 2008;
  - 9.9) being a requiring authority under the Resource Management Act 1991;
- 10) **agree** that the local boards' transport functions, powers and duties include:

- 10.1) being a statutory consultee in the development of the Auckland Regional Land Transport Strategy and Auckland Regional Land Transport Programme;
  - 10.2) advising the Auckland Council and the RTA on local transport needs that the local boards consider should be provided for in the Auckland Regional Land Transport Programme, and that transport not be subject to service level agreements between the Auckland Council and local boards;
  - 10.3) provision of funding for transport projects from local board budget allocations, provided those proposals are incorporated in the Auckland Regional Land Transport Programme;
- 11) **agree** that the RTA Board:
- 11.1) have six-to-eight voting members appointed by the Auckland Council, with relevant expertise;
  - 11.2) include up to two Auckland councillors to recognise the significance of transport issues in Auckland, with non-elected members having a four-year term;
  - 11.3) one additional member nominated by the NZ Transport Agency acting in an advisory role;
- 12) **note** that three mechanisms that will improve coordination between the national and regional transport networks in the Auckland region are:
- 12.1) appointment of a NZ Transport Agency representative to any Auckland Council committee considering the Auckland Regional Land Transport Strategy and to the RTA Board;
  - 12.2) a duty on the Auckland Council and RTA to work closely with the NZ Transport Authority and the New Zealand Railways Corporation;
  - 12.3) provision for metro-rail in the rail governance framework currently in development;
- 13) **agree** that the powers of the Auckland Transition Agency include appointment of an interim RTA Chief Executive Officer with all necessary powers to establish the RTA by 1 November 2010 and that the Auckland Council have a duty to appoint the RTA Board as soon as possible after the establishment of the Auckland Council;
- 14) **agree** that the Minister of Transport announce these decisions once they are confirmed; and

- 15) **agree** that the Minister of Transport be authorised to take all necessary detailed policy decisions to determine the final form of the transport related provisions included in the third Auckland Governance Bill.

Steven Joyce  
**Minister of Transport**

Dated: \_\_\_\_\_