

### **Submission to the Transport and Industrial Relations Committee on the Public Transport Management Bill**

NCWNZ is an umbrella organisation representing 46 Nationally Organised Societies and National Members. It has 28 Branches throughout the country attended by representatives of those societies and some 150 other societies. It also has three satellite groups and three regional consultation groups. NCWNZ is representative of approximately 350,000 women, via its affiliated bodies. The Council's functions are to serve women, the family and the community at local, national and international levels through research, study, discussion and action. NCWNZ welcomes the opportunity to consider this Bill. The response has been prepared by the Public Issues Standing Committee following circulation of the questions to NCW members.

#### **General Statement**

NCWNZ supports the public policy objective of this Bill, to enable regional councils to obtain the best value for money in contributing to achieving an integrated, safe, responsive and sustainable land transport system. It is pleasing to note that Land Transport New Zealand would be available to assist and advise regional councils in the development of their regional public transport plans. NCWNZ commends the clarity of language and intent of the Bill, the sensible transitional processes mooted, and that the regional public transport plans would be publicly available in both electronic and hard copy.

NCWNZ supports Option B to achieve this.

#### **Specific comments**

In feedback from our members the following concerns were raised.

- A lack of public transport in rural towns and regions. This makes it particularly difficult for people with hospital appointments. If services are provided in these places, they will have to be subsidised. Small buses could be used.
- There is a need for city services to provide for hospital staff working shifts and for those wanting more flexibility in peak time services, and for weekends and evenings. Again perhaps smaller buses could be used in off peak times.
- Bus companies or councils will not want to run services that are uneconomic. It may be necessary for regional councils to ban cars from city centres, and allow buses and bicycles only, to encourage greater use of public transport and the transition away from fossil fuels.
- Timetables should co-ordinate trains and bus services.
- Trains using electricity and not fossil fuels should be provided and used as much as possible.
- The aim should be for buses to run on electricity or biofuels when that becomes possible.
- People with disabilities should be adequately catered for.

#### **Part 2**

**Clause 14 Matters to take into account when preparing or adopting regional public transport plans**

It is pleasing to note that some of the concerns raised above are included in this clause, i.e. that a regional council must take into account in its transport plan, that the plan -

- assists economic development
- assists safety and personal security
- improves access and mobility
- protects and promotes public health
- ensures environmental sustainability and
- considers the needs of persons who are transport disadvantaged, which members suggest should include families with children using prams or pushchairs.

NCWNZ supports clause 14.

**Clause 15 Consultation requirements**

NCWNZ supports the wide consultation required by this clause and asks that the Ministry allow for funding from the national budget to comply with this process.

**Clause 16 Currency of regional public transport plans**

(2) A regional council that adopts a regional public transport plan may amend it at any time while it is current. While it is seen to be wise to be flexible enough to adapt to changing circumstances, there is a concern that such amendments be limited to a minimum of once annually, especially when there will be an expectation of review every three years. There is an assumption that the consultation process, as per Clause 14, would need to be repeated for each amendment being sought. There are cost implications of time and resources which could be seen to be imprudent if used too often.

**Conclusion**

NCWNZ is generally in support of this Bill to provide a better public transport system that enables more people to get to their work or other activities without having to use private motor vehicles. As a society there is a need to encourage responsible behaviour towards the environment. It is worthwhile using some of our taxes to provide an environmentally friendly and comprehensive transport system which caters for the greatest number of people. Again NCWNZ commends the clarity of the wording of this Bill, and the sensible processes mooted therein.

Thank you for the opportunity to comment.



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