

Three pou whenua representing Hawke's Bay tipuna (ancestors) were unveiled and blessed at the SH50 Pakowhai/Links Road roundabout on Wednesday this week. These carvings are a very special way to close out the project, which saw the construction of a new roundabout, alongside improvements such as road widening, undergrounding of overhead power lines, and the installation of a flexible median barrier.

## WEEKLY REPORT TO THE MINISTER OF TRANSPORT

Week ending 14 October 2022

#303

# 1. CURRENT BRIEFINGS (BRI) AND MINISTER QUERIES (MIN)

REFERENCE	TITLE	DUE DATE
<b>Minister Wood</b>		
BRI-2501	s 9(2)(f)(iv)	October 2022
BRI-2611	s 9(2)(f)(iv)	17 October 2022
BRI-2571	s 9(2)(f)(iv)	By 25 October 2022
MINO-476	Rail protest update	14 October 2022
BRI-2612	s 9(2)(f)(iv)	20 October 2022
MINO-480	Clean Car Rebate by make and model - average vehicle prices	18 October 2022
BRI-2615	<b>[PROACTIVE]</b> Auckland Harbour Bridge - walking and cycling summer experiences update	21 October 2022
MIN-3985	s 9(2)(f)(iv)	24 October 2022
BRI-2613	NZUP: Bi-monthly NZUP Ministers meeting, 31 October 2022	25 October 2022
BRI-2609	s 9(2)(f)(iv)	26 October 2022
BRI-2607	Projection of media barrier installation to be delivered over one and two years	31 October 2022
BRI-2614	Interim state highway speed management plan	31 October 2022
BRI-2596	Briefing and speech notes for Future Roads conference, 6 and 7 November 2022	1 November 2022

MIN-3970	Update on reinstatement works in Marlborough, following severe weather events	15 November 2022
BRI-2589	AWHC and ALR joint briefing for ALR sponsors meeting, 29 November 2022	15 November 2022
MIN-3887	Follow up to WPQ 16049 - DSI figures for 2021	18 November 2022
<b>Minister McAnulty</b>		
MINO-485	Special Purpose Roads enquiry	COMPLETED

## 2. ACTIONS ARISING FROM PREVIOUS MEETINGS

REFERENCE	TITLE	DUE DATE
N/A	National Ticketing Solution updates	N/A
MIN-3985	s 9(2)(f)(iv)	24 October 2022
BRI-2614	Interim state highway speed management plan	31 October 2022

## 3. MEETINGS WITH OTHER MINISTERS

N/A	N/A

## 4. SELECT COMMITTEE MEETINGS

N/A	N/A

## 5. KEY UPDATES

TITLE	UPDATE
<b>Welcoming New Local Government Representatives</b>	<p>Waka Kotahi NZ Transport Agency has prepared a range of material and communications to brief the successful candidates from the local government elections.</p> <p>Once results are finalised, elected representatives will receive an email from Nicole Rosie enclosing a brochure giving an overview of Waka Kotahi and its priorities for land transport. A copy of the brochure is provided in <b>Appendix A</b>.</p> <p>Directors of Regional Relationships will meet with new councillors and mayors over the coming months, equipped with a presentation explaining the role of local government in transport planning and delivery. The presentation sets out the processes around the Government Policy Statement, National Land Transport Programme, Regional Land Transport Plans, Funding Assistance Rates and many other aspects of the transport system.</p> <p>In addition, Waka Kotahi has offered to host an induction meeting for new mayors in Wellington which will cover various aspects of the transport system including the funding arrangements with local government.</p> <p>Waka Kotahi is also updating its website-hosted regional overviews, which will help with setting the scene with local government partners. Links to this information can be provided to your office.</p>

## 6. REGULAR UPDATES

TITLE	UPDATE
Public Transport (PT) Patronage	<p>Please find the latest PT patronage trends enclosed in <b>Appendix B</b>.</p> <p>Please note that Auckland bus patronage is impacted this week due to the end of term school holidays.</p>

Released under the Official Information Act 1982

## 7. GENERAL UPDATES

TITLE	UPDATE
<b>Update Following the 17-19 August 2022 Intense Rainfall Events</b>	<p>A network update following severe weather events is provided below:</p> <ul style="list-style-type: none"><li>• Tasman: SH60 (Drummond historic slip, Takaka Hill) is under single lane traffic signals control due to a drop out. Recovery investigations are underway.</li><li>• Tasman: SH60 (Birds Hill) is under single lane traffic signals control due to a drop out and historic overslip. Recovery investigations are underway.</li><li>• Nelson: SH6 (Rocks Road) is now open under traffic management.</li><li>• Nelson: SH6 (Whangamoa Hill) is under single lane traffic signals control due to four dropouts. Recovery investigations are underway.</li><li>• Nelson: SH6 (Collins Valley) is under single lane traffic signals control due to river scour encroaching on carriageway. Recovery investigations are underway.</li><li>• Marlborough: SH6 (Rai Saddle) is under single lane traffic signals control due to two dropouts. Recovery investigations are underway.</li></ul>
<b>Network Road Closures Due to Weather Events and Crashes Between 3 October and 10 October 2022</b>	<p>A summary of road closures along the state highway network between 3 October and 10 October 2022 is provided below:</p> <p><b>3 October 2022</b></p> <ul style="list-style-type: none"><li>• SH5 Tirau to Rotorua: Closed due to a slip for approximately 4 hours.</li><li>• SH2 Wairoa, between the intersections of Mitchell Road and Kiwi Valley Road: Closed for approximately 6 hours due to a large truck roll on the highway blocking both lanes.</li><li>• SH35 between Opotiki and Cape Runaway (Whangaparoa Bay): Following the last week's report, the road remained closed on 3 October 2022. Waka Kotahi contractors worked tirelessly to clear around 25 slips affecting this stretch of road. A detour was available via SH2 Waioeka Gorge during this closure. The road reopened at 5pm on 4 October 2022.</li></ul> <p><b>5 October 2022</b></p> <ul style="list-style-type: none"><li>• SH73 Arthurs Pass to Otira: Closed due to snow for approximately 2.5 hours.</li></ul>

## TITLE

## UPDATE

- SH87 Kyeburn to Middlemarch: Closed due to snow for approximately 18 hours.
- SH8 Omarama to Tarras (Lindis Pass): Closed due to snow for approximately 2 hours.
- SH7 Hanmer Turnoff to Springs Junction (Lewis Pass): Closed due to snow for approximately 7 hours.
- SH1 Dunedin to Palmerston: Closed due to snow for approximately 13 hours.
- SH1 near Hickey Road in Cambridge: Closed for approximately 8 hours due to a fatal crash.

**6 October 2022**

- SH85 Kyeburn to Palmerston: Closed due to snow for approximately 9 hours.
- SH1N Waiouru to Rangipo (Desert Road): Closed due to snow and ice for approximately 6 hours.
- SH75 Little River to Barrys Bay: Closed due to snow for approximately 5 hours.
- SH8 Roxburgh to Alexandra: Closed due to snow for approximately 4 hours.
- SH93 Clinton to Matura: Closed due to snow and ice for approximately 5 hours.
- SH87 Outram to Middlemarch: Closed due to snow and ice for approximately 3.5 hours.
- SH 38 Wairoa to Aniwanui (24km north of Tuai): Closed for approximately 11 hours due to a slip.
- SH73 Aylesbury Corner: Closed due to a crash for approximately 6 hours.
- SH01N Atiamuri: Closed due to a serious crash. Open and clear after approximately hours.
- SH 6 between Five Rivers and Kingston: Closed due to snow for approximately 5 hours.
- SH2 Remutaka Hill: Closed for approximately 1.5 hrs due to snow.

**7 October 2022**

- SH2 Dannevirke: Closed between Cole Street and Hospital Street for approximately 2 hours due to a truck hitting a pedestrian.



**9 October 2022**

- SH2 Remutaka Hill: Closed due to a fatal crash for approximately 4.5 hours to allow the Police Serious Crash Unit to carry out their investigation.
- SH2 between Matawai and Opotiki: Closed between 7am - 12pm and 1pm - 5.30pm for planned culvert replacements.




Δ SH2 Remutaka Hill



Δ SH6 The Jollies area

## 8. REGIONAL UPDATES

REGIONAL AREA	UPDATE
<b>Auckland/Northland</b> 	<b>Mangamuka Gorge SH1 Update</b> <p>The status of SH1 through Mangamuka Gorge remains the same, with the SH1 corridor still closed.</p> <p>Ground investigations are completed, and a programme business case is now being developed by the Transport Services national system design group.</p> <p>We are further investigating the resilience enhancements needed. This includes examining options, assessing costs, scoping risks, procurement, and implementation.</p> <p>All will feed into an options assessment that will recommend a preferred way forward. Whilst Waka Kotahi is accelerating this important work, a thorough approach is needed to achieve a resilient State Highway north. Waka Kotahi doesn't expect to have a view on the long-term outcomes until after the above work is completed. Though Waka Kotahi doesn't yet have all the answers, by working together with key Far North community members and experts, Waka Kotahi is confident that it will deliver a solution that will enhance the region for generations to come.</p> <p>Repair works on the slip near Totara North Road on SH10 Waitaruke where an underslip reduced the State Highway to one lane are still in progress.</p> <p>Temporary access for overweight vehicles to use the SH10 Waitangi River Bridge and a 50km/h speed restriction for the storm damaged Parapara Bridge (just north of the Waitangi River Bridge) remain in place while remedial work is underway. Both bridges are continuing to be monitored by a structural engineer.</p> <b>SH1 Brynderwyns</b> <p>SH1 through the Brynderwyns has been under stop and go traffic management during the day since 26 September 2022 to attend to an underslip that has formed during the recent storm events.</p> <p>Rock anchoring works have now been completed with the concrete application work to be completed this week.</p> <p>Minor delays were experienced by the public on the north and southbound lanes.</p>
<b>Wellington/Top of South</b>	<b>Peka Peka to Ōtaki Expressway</b> <p>The laying of EMOGPA (the top layer of asphalt) and tie-in works at both ends of the road are progressing well, with the completion date for these activities scheduled for late November/early December 2022. Line marking and other finishing works will follow.</p>

## REGIONAL AREA



## UPDATE



Wider integration works – such as the completion of local roads, the shared path for cyclist, pedestrians and equestrians, and the redevelopment of the Pare-o-Matangi Reserve (photo below) which was impacted during construction – will take place in the first quarter of 2023. The expressway is still on track to open before Christmas 2022. However, that timing remains dependent on weather and staff absenteeism (e.g., due to COVID-19 or other illness).



## 9. MEDIA UPDATES

REGIONAL AREA	UPDATE
<b>Auckland/Northland</b> 	<b>Summer Works Programme – Northland</b> A media release advising of the summer works programme for Northland is planned for the week beginning 17 October 2022. This will be accompanied by a briefing to key Northland journalists.  <b>Resurfacing Work on SH1 Between Wellsford and Warkworth</b> A media release advising motorists of resurfacing work that will involve a full closure of SH1 between Wellsford and Warkworth from 25 October 2022 is planned for the week beginning 17 October 2022.
<b>Waikato/Bay of Plenty</b> 	<b>SH1 Cambridge to Piarere Safety Improvements</b> A media release outlining immediate safety improvements for SH1 between Cambridge and Piarere, following the second fatal crash in a matter of weeks earlier this month, is planned for the week beginning 17 October 2022. However, it will depend on timing of decisions and traffic management approval.  <b>Ngāruawāhia Works</b> A media release is planned for the week beginning 17 October 2022 to inform road users that work begins after Labour weekend on pavement repairs and safety improvements on the Ngāruawāhia section of the Waikato Expressway. Waka Kotahi is undertaking improvements to bring this section up to the same standard as neighbouring expressway sections built to allow for a speed limit of 110km/h.  <b>Waihī to Ōmokoroa Safety Improvements Project</b> A media release and video highlighting an initiative with tangata whenua and local authorities to restore 5.3 hectares of grazing land to wetland as part of the SH2 Waihī to Ōmokoroa safety improvements project is planned for the week beginning 17 October 2022.
<b>Rest of the South</b>	<b>Consultation Around SH88/St Andrew Street and New Dunedin Hospital Build</b> A media release is planned for 18 October 2022 inviting people to provide their feedback on ways to ensure the access points, for pedestrians in particular, to the new Dunedin Hospital can be made

## REGIONAL AREA

## UPDATE




safer, given it is being built on SH1 (between the two one-way, SH1 streets) and the intersection with SH88 (St Andrew St), the start of the route to Port Chalmers. It is possible a swap to Frederick Street to the north would shift some freight traffic away from the hospital route. All options are being looked at in the New Year.

### National

### Labour Weekend

Regional media releases highlighting the Waka Kotahi Holiday Journeys tool and providing safe driving tips ahead of the Labour Day holiday weekend are planned for the week beginning 17 October 2022.

## 10. STATE HIGHWAY CLOSURES

REGIONAL AREA	UPDATE
<b>Auckland/Northland</b> 	<b>SH1 Mangamuka Gorge</b> Due to multiple large slips and dropouts, SH1 is closed between Kitchen Road and Makene Road. A detour is available via SH10.

Released under the Official Information Act 1982



## 11. ROAD DEATH UPDATE – WEDNESDAY 5<sup>TH</sup> OCTOBER TO TUESDAY 11<sup>TH</sup> OCTOBER 2022

**Key:** SAAS: Safe and Appropriate Speed. SH: State highway. IRR: Infrastructure Risk Rating. UCSR: Used Car Safety Rating. ANCAP: Australasian New Car Assessment Program. CWR: Crash Worthiness Rating. VSRR: Vehicle Safety Risk Rating. Top 10%: the 10% of regional networks assessed to deliver the greatest DSI savings through Speed Management.

Crash description		Speeds			Roads & Roadsides		People			Vehicles		
What happened (NZ Police description)	Date of crash Time of crash Local Council	Speed limit km/h	SAAS km/h	SH	IRR Land use and risk rating: low, medium, high	Road conditions	Deceased details Gender, Age, User	Deceased drivers' licence status	Restraint or helmet worn	Vehicle type where occupant died	UCSR/ANCAP/ CWR (Light vehicles only)	Other vehicles involved
s 9(2)(a)	s 9(2)(a)  Tararua	100	80	Yes	Low Medium  Rural Residential	Unknown Objects hit: Fence	s 9(2)(a) Driver	Full-Current	Unknown	Car	2*UCSR	None
s 9(2)(a)	s 9(2)(a)  Waitakere	No info on Mega Maps	No info on Mega Maps	No	No info on Mega Maps	Wet Objects hit: Pole, Fence	s 9(2)(a) Driver	Unknown at time of report	No	Car	2*UCSR	Car
s 9(2)(a)	s 9(2)(a)  Waipa	100	80	Yes	Medium  Rural Residential	Dry Objects hit: None	s 9(2)(a) Driver	Full-Current	Yes	Van	2*UCSR	Truck
s 9(2)(a)	s 9(2)(a)  Gisborne	50	40	Yes	Low Medium  Commercial Big Box/Industrial	Dry Objects hit: Pedestrian	s 9(2)(a) Pedestrian	Not applicable for Pedestrian	Not applicabl e for Pedestrian	Car	1*UCSR	Unknown 2 Vehicles  (Vehicle details not mentioned in the Police notification)

Crash description		Speeds			Roads & Roadsides		People			Vehicles		
What happened (NZ Police description)	Date of crash Time of crash Local Council	Speed limit km/h	SAAS km/h	SH	IRR Land use and risk rating: low, medium, high	Road conditions	Deceased details Gender, Age, User	Deceased drivers' licence status	Restraint or helmet worn	Vehicle type where occupant died	UCSR/ANCAP/CWR (Light vehicles only)	Other vehicles involved
s 9(2)(a)	s 9(2)(a)  Taupo	50	40	No	Low Medium  Urban Residential	Dry Objects hit: None	s 9(2)(a) Driver	Full-Current	Yes	Utility	No safety rating available	Car
s 9(2)(a)	s 9(2)(a)  Taupo	100	80	Yes	Low Medium  Remote Rural	Dry Objects hit: Guardrail/Barrier	s 9(2)(a) Motorcyclist	Full-Current	Yes	Motorcycle	Not applicable for Motorcycle	None
s 9(2)(a)	s 9(2)(a)  Upper Hutt	100	80	Yes	Low  Urban Residential	Dry Objects hit: Guardrail/Barrier	s 9(2)(a) Driver	Learner-Current	No	Car	4*UCSR	Truck
s 9(2)(a)	s 9(2)(a)  Whakatane	100	60	No	High  Rural Residential	Dry Objects hit: Fence, Ditch	s 9(2)(a) Passenger	Not applicable for Passenger	No	Car	1*VSRR	None
s 9(2)(a)	s 9(2)(a)  Whakatane	100	80	No	Medium  Rural Residential	Dry Objects hit: None	s 9(2)(a) Driver	Unknown at time of report	Unknown	Car	3*VSRR	Truck and Trailer
s 9(2)(a)	s 9(2)(a)  Hastings	50	30	No	Low Medium  Rural Town	Dry Objects hit: None	s 9(2)(a) Passenger	Not applicable for Passenger	No	Utility	5*ANCAP	None



**About the information:**

Data is taken from NZ Police fatal crash notifications, Rightcar (<https://rightcar.govt.nz/>) and Mega Maps as at 8 am 12/10/2022.

Fatal crash notifications are received within 24 hours of a death by NZ Police. Therefore, a recent crash may not be included in the report. Any subsequent death, within thirty days of the crash, will be recorded when received.

Deaths already excluded from the road toll based on Ministry of Transport assessment are not included in the data. Fatal crashes may be excluded from the road toll because the deaths may be caused by medical events, suicide, homicide, "Acts of God", be off-road or non-motor vehicle crashes, or the death may occur more than thirty days after the crash.

Fatal crashes may have occurred within the period for which notifications may be received later.

Traffic crash data covers all NZ roadways or places where the public have legal access with a motor vehicle.

- In some cases, the NZ Police description of what happened has been altered to change the tense and to protect the privacy of individuals.

# Working with Waka Kotahi

Released under the Official Information Act 1982

## Key issues

### Road to Zero and the Safe System

Developing a transport system where no one is seriously killed or injured is a key strategic priority of the GPS 2021, and is expected to remain so in the 2024 GPS. The **national road safety strategy Road to Zero** is moving us closer to achieving this, with an initial target of reducing deaths and serious injuries by 40 percent by 2030 (from 2018 levels).

The Road to Zero public information campaign is helping New Zealanders understand their roles and responsibilities in creating a safe system for our land transport network. A safe system uses a mix of solutions that combine to keep people safe. We'll achieve a safe system through - safe vehicles, safe behaviours, safe roads and safe speeds.

Speed management, including a new regulatory framework for speed management planning, the move to safer speeds around schools and adopting a new approach to safety cameras, is an important for helping us to meet our Road to Zero targets.

Making our roads safer is a shared responsibility - we're working with you to find the right safety solutions for your region.

### Emissions reduction targets

New Zealand's first emissions reduction plan **Te hau mārohi ki anamata - Towards a productive, sustainable and inclusive economy** was released in May 2022 and sets us on a path to net zero transport.

The plan calls for a 41 percent reduction in emissions from the transport sector by 2035 (from 2019 levels) with progressive reduction across three budget periods. There are three focus areas for achieving this - reducing reliance on cars and supporting people to walk, cycle and use public transport; rapidly adopting low-emissions vehicles; and taking the first steps to decarbonise heavy transport and freight.

Tackling the climate challenge will require new partnerships across communities, and sectors. The transition will require coordinated action at scale and speed, during the next three years Waka Kotahi will be collaborating with you, Māori, other government agencies and industry to help achieve significant transport emissions reductions.

Our first steps are helping your teams to develop Vehicle Kilometres Travelled (VKT) Reduction Plans to achieve the targets being set for your regions and to look at new initiatives to support your community to reduce their reliance on cars and begin to move differently.

Waka Kotahi is the kaitiaki of a sustainable land transport system that provides travel choice and is used directly and indirectly by every person in Aotearoa New Zealand.

Our vision is a land transport system that connects people, products and places, providing access to social, economic and educational opportunities and moving people and freight efficiently.

It's our role to ensure everything in the system is integrated and works well together for a thriving Aotearoa.

What we do:

- Manage and maintain more than 11,000kms of sealed and unsealed state highway, supporting economic growth and tourism
- Work in partnership with you to plan for growth in your cities, towns and regions, ensuring the whole transport system is integrated
- Co-invest in the development and maintenance of more than 80,000kms of local roads
- Work with you to co-invest in the development of your urban cycleways, walkways and public transport networks, making it easier for people to get around
- Manage driver and vehicle licensing
- Regulate the transport industry - road and rail - making it safer for everyone

Our transport network is changing and so is the way we plan and manage it. Roads are important but there is an increasing emphasis on different ways of moving people and freight - rail, coastal shipping, public transport and walking and cycling.

We're preparing for a more sustainable future. Reducing our transport emissions is a vital part of meeting New Zealand's climate change commitments. Adopting new practices and new ways of thinking about how we move around will be the most critical part of this response.

Our commitment is a land transport system connecting people, products and places for a thriving Aotearoa.



Who we are

Our Board

Waka Kotahi is a Crown entity and part of the State Sector. Our organisation reports to a Board appointed by the Minister of Transport. The Board is responsible for making independent decisions on allocating and investing funds received through the National Land Transport Fund.

The current Board is Sir Brian Roche (chair), Cassandra Crowley (Deputy Chair), Catherine Taylor, David Smol, John Bridgman, Ngarimu Blair, Patrick Reynolds, Tracey Martin and Victoria Carter.

Our Chief Executive

Nicole Rosie joined Waka Kotahi as Chief Executive in February 2020. She has had more than two decades of executive experience working across the public and private sectors, with leadership roles at organisations including Fonterra and Toll. She was Chief Executive at WorkSafe for three years.

Our Structure

Waka Kotahi consists of eight business groups: Transport Services; Te Rōpū Waeture | Regulatory Services; Te Aukaha | Digital; Customer and Services; System Leadership; Commercial and Corporate; Pūmanawa Tāngata | People, Culture and Safety and Te Waka Kōtuaia | Engagement and Partnerships – supported by the Office of the Chief Executive.

Planning and investment

Our programme

The National Land Transport Programme (NLTP) is our three-year investment and delivery plan for the land transport system. It is developed in partnership with yourselves, Māori, New Zealand Police and our other transport sector partners.

In essence, it shows how we’re planning to invest the National Land Transport Fund (NLTF) to give effect to the Government Policy Statement on land transport (GPS). The NLTP details the activities that can receive funding from the NLTF during that three-year period to develop a safe, more accessible, better connected and sustainable transport system.

The current 2021-24 NLTP was released in September 2021 and details a record \$24.3 billion investment in the land transport system during the next three years, including other Crown funding such as the New Zealand Upgrade Programme. This ambitious programme of transformational change supports reducing carbon emissions while at the same time ensuring our communities are better places to live.

Regional teams

We also have five Directors of Regional Relationships (DRRs) who build, maintain and develop our connections with you and our other regional partners and stakeholders.

They are:

Steve Mutton – Northland/Auckland

David Speirs – Bay of Plenty/Waikato

Linda Stewart – Gisborne/Hawkes Bay/ Manawatū-Whanganui/Taranaki

Emma Speight – Wellington/Top of the South

James Caygill – West Coast/Canterbury/Otago/Southland

We recognise our success as an organisation will be determined by how well we work together to deliver the best outcomes for Aotearoa and its communities.

Supporting the work of the DRRs are 10 Regional Relationship teams, who use their local knowledge to deliver the needs of each region: [www.nzta.govt.nz/assets/About-us/docs/our-regional-leadership-teams-and-their-purpose.pdf](https://www.nzta.govt.nz/assets/About-us/docs/our-regional-leadership-teams-and-their-purpose.pdf)

Our funding

The National Land Transport Fund (NLTF) is one of the key sources of funding for the land transport network. Most of the revenue in the NLTF comes from fuel taxes and road user charges, with a smaller amount from vehicle and driver licensing, and property rental and sale of surplus land bought for state highway projects.

The Fund is used for the operation, maintenance and development of the state highway network; nationally-delivered programmes, such as road policing; and to provide funding assistance to you to assist with local road maintenance and improvements, walking and cycling facilities and public transport services and infrastructure.

In addition, there is targeted Crown funding, such as the NZ Upgrade Programme, to assist with the development of the land transport system. Local government also has the ability to 100% fund its own regional and community specific projects that do not get prioritised for funding in the NLTP.

Waka Kotahi’s increased responsibilities, such as with rail and coastal shipping, technology changes, rising costs and labour shortages, has put significant pressure on available revenue and a review of our funding model is underway to ensure there is sustainable, long-term funding for the land transport system.

Government Policy Statement on land transport (GPS)

The NLTP is shaped by the Government Policy Statement on land transport (GPS), which sets out the Government’s strategic priorities for investment in the land transport system. These are currently safety, better travel options, improving freight connections and climate change. There are also four commitments for funding in the 2021 GPS:

- Auckland Transport Alignment Project (ATAP)
- Let’s Get Wellington Moving
- Road to Zero safety strategy
- The New Zealand Rail Plan

The GPS provides direction and guidance to all of us as we plan, assess and make decisions about where investment and resources need to be focused over the next 10 years. It includes forecasts of how much revenue will be raised through the NLTF and outlines how this funding will be spent across the different activity classes, such as walking and cycling, public transport, rail, state highways and local road improvements.

2024 GPS and preparation for the 2024-27 GPS

Work is well underway to prepare for the 2024-27 NLTP. The draft 2024 GPS is expected to be released by Te Manatū Waka Ministry of Transport for consultation early next year. It will be finalised in June 2023 to help inform your Regional Land Transport Plans (RLTPs) and the NLTP.

We’re reviewing our Investment Prioritisation Method (IPM) which provides the guidelines for prioritising investment through the NLTP to give effect to the GPS. You’ll be hearing more about the IPM early next year as we complete the review and seek input from your teams.

You’ll also be hearing in early 2023 about Arataki: Our 30-Year Plan for the land transport system. This is the plan that will guide how we will work with you and our other partners, to collaboratively plan, invest in and develop a shared vision for an integrated land transport system as together we respond to such challenges as climate change, customer needs and changing demographics.

Together, we need to be thinking about how we tackle climate change – which is expected to be a high priority in the 2024 GPS – how we continue to reduce deaths and serious injuries on our roads, support economic growth and shape our communities to be better places to live by ensuring these are well-connected and there is improved travel choice.

Regional Land Transport Plans (RLTPs)

We’re looking forward to working with you, through your regional teams, to develop your 2024-27 RLTP. This plan tells the story of our region, providing detail of your region’s long-term vision and the short-to-medium-term investment priorities to help manage the challenges you face and enable you to achieve your region’s aspirations.

RLTPs are developed every six years by Regional Transport Committees and Auckland Transport, as required under the Land Transport Management Act 2003, and provide the strategic context for any land transport investment.

The RLTP includes the list of proposed activities the region would like to have considered for funding during the next three to six years in the NLTP.

Work begins early 2023 on the development of your 2024-27 RLTP and our teams will be working closely with your organisation to support you through this process.



Working with Māori

In all we do, we acknowledge the status of Māori as tangata whenua and as partners with the Crown in the Te Tiriti o Waitangi.

We work to:

- achieve the principles of Te Tiriti o Waitangi
- extend the opportunity for Māori to participate in our decision making
- build Māori capacity to contribute to our decision making
- consult with Māori wherever possible on activities that are likely to affect them or their interests

We strive to build collaborative and enduring working relationships with iwi Māori to achieve mutually beneficial outcomes.

Our work is guided by Te Ara Kotahi (our Māori strategy) which provides the strategic direction on how we work with and respond to Māori as the Crown’s Treaty partner, and what this means for how we do business.

## Appendix B – Public Transport Patronage

