

26 July 2023



REF: OIA-12874

Dear 

Decision on request made under the Official Information Act 1982

Thank you for your email of 9 June 2023 requesting the following information regarding the national VKT reduction plan under the Official Information Act 1982 (the Act):

1. *Any briefings or presentations produced for targeted engagement with central government, local government, business, advocacy, and community stakeholders, since 1 March 2023.*
2. *Meeting minutes for all challenge team meetings since 1 February 2023.*
3. *A copy of the draft VKT reduction plan and advice provided to the Minister of Transport on approval process for urban VKT reduction programmes.*

Waka Kotahi NZ Transport Agency has made a decision to grant question one of your requests and a response will be provided to you without undue delay. We anticipate being able to provide our response within three working days, on or before 31 July 2023. During this time the information will be finalised for release. Please note that certain information will be withheld under the provisions of the Act.

I am refusing question two under section 18(g) of the Act as the information you have requested is not held by Waka Kotahi and I have no grounds to believe that the information is held by another department or Minister of the Crown or organisation. There were no minutes of the Challenge Team meetings, rather their feedback was provided by way of written comments on early drafts of the National VKT Reduction Plan.

In response to question three, the draft National VKT Reduction Plan is still under active consideration by the Minister of Transport. I am therefore withholding the VKT reduction plan under section 9(2)(f)(iv) of the Act to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials. The release of this information is likely to prejudice the ability of government to consider advice and the wider public interest of effective government would not be served.

With respect to the information that has been withheld, I do not consider there are any other factors which would render it desirable, in the public interest, to make the information available.

Under section 28 of the Act, you have the right to ask the Ombudsman to review my decision to withhold this information. The contact details for the Ombudsman can be located at www.ombudsman.parliament.nz.

In line with Waka Kotahi policy, this response will soon be published on our website, with personal information removed.

If you would like to discuss this reply with Waka Kotahi, please contact Ministerial Services, by email to official.correspondence@nzta.govt.nz.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'K Mayes', with a stylized flourish at the end.

Katie Mayes
National Manager Policy and System Planning

27 July 2023



REF: OIA-12874

Dear 

Request made under the Official Information Act 1982

Thank you for your email of 9 June 2023 requesting the following information regarding the national VKT reduction plan under the Official Information Act 1982 (the Act):

1. *Any briefings or presentations produced for targeted engagement with central government, local government, business, advocacy, and community stakeholders, since 1 March 2023.*
2. *Meeting minutes for all challenge team meetings since 1 February 2023.*
3. *A copy of the draft VKT reduction plan and advice provided to the Minister of Transport on approval process for urban VKT reduction programmes.*

In our letter to you on 26 July 2023, we responded to questions two and three and advised you of our decision to grant your request in part. I am now able to provide you with a response to question one.

Regarding question one, there are four documents which fall within the scope of your request and are enclosed.

Certain information has been withheld under section 9(2)(a) of the Act to protect the privacy of natural persons. The need to protect the privacy of these individuals outweighs any public interest in this information.

With respect to the information that has been withheld, I do not consider there are any other factors which would render it desirable, in the public interest, to make the information available.

Under section 28 of the Act, you have the right to ask the Ombudsman to review my decision to withhold this information. The contact details for the Ombudsman can be located at www.ombudsman.parliament.nz.

In line with Waka Kotahi policy, this response will soon be published on our website, with personal information removed.

If you would like to discuss this reply with Waka Kotahi, please contact Ministerial Services, by email to official.correspondence@nzta.govt.nz.

Yours sincerely

A handwritten signature in blue ink that reads "Katie Mayes". The signature is written in a cursive style with a large initial 'K'.

Katie Mayes
National Manager Policy and System Planning

OIA-12874 Document Schedule

Ref	Document	Date	Description
1.	(Advocacy groups) The Vehicle Kilometres Travelled (VKT) Reduction Programme Information Pack	8 March 2023	Released in full
2.	National VKT Reduction Plan Overview Presentation Councils	21 March 2023	Released in full
3.	National VKT Reduction Plan Overview Presentation National Advocacy Group	21 March 2023	Released in full
4.	VKT Programme Webinar Slides	May 2023	Released in part

ATTACHMENT 1

Reducing transport emissions in Aotearoa New Zealand

Waka Kotahi is leading a programme of work, as we transition to a low emissions transport system in Aotearoa New Zealand.

The **Vehicle Kilometres Travelled (VKT) Reduction Programme** is an important part of this journey, as it supports councils with a national VKT reduction plan outlining what needs to be done to create better cities and towns for people, by reducing car dependency and use. We can do this by continuing to open our streets to more active modes of transport, like walking, cycling and scooters. If we keep changing the way people move around the city, we can reduce the carbon we put in the air and help limit climate change.

As a representative of your sector, your organisation is invited to be part of an engagement process for the national VKT reduction plan, due to be published by mid-2023. Full details of how you can participate are included further below.

The Emissions Reduction Plan

When the Government released Te hau mārohi ki anamata, its first ever [Emissions Reduction Plan](#) (ERP) for Aotearoa New Zealand in May 2022, it set out actions needed across every sector of the economy to reduce emissions. Transport has a significant role to play, with a target of 41 percent reduction in emissions from the transport sector by 2035. Three focus areas will support this:

1. **Reduce reliance on cars** and support people to walk, cycle and use public transport
2. Rapidly adopt low-emissions vehicles
3. Begin work now to decarbonise heavy transport and freight

The three focus areas are interdependent – they need to be progressed together. Changes affecting one will have implications for the others. If we are unable to sufficiently reduce emissions with interventions in one focus area, we will have to try to reduce them more in another. This may not always be possible.

The Government also agreed to four transport targets outlined below:

1. **Reduce total kilometres travelled by the light fleet by 20 percent - Focus area 1**
2. Increase zero-emissions vehicles to 30 percent of the light vehicle fleet - Focus area 2
3. Reduce emissions from freight transport by 35 percent - Focus area 3
4. Reduce the emissions intensity of transport fuel by 10 percent - Focus area 3

While an all-systems approach is required to achieve these actions and targets **reducing total kilometres travelled** plays a significant role.

**Light vehicles include passenger and commercial light vehicles, such as cars, vans, utes and SUVs that weigh up to 3.5 tonnes.*

Why reducing VKT by the light fleet is important

Two-thirds of transport emissions come from the light vehicle fleet. Reducing reliance on fossil-fuelled vehicles is at the heart of the transport emissions challenge. We cannot rely on decarbonising the vehicle fleet quickly, as international supply constraints mean we are unlikely to be able to access enough electric vehicles (EV) to rely on this pathway.

Improving urban design, offering better transport options and using strategies like demand management tools to reduce VKT will be vital. Most of this reduction needs to happen in our largest towns and cities, where people are more likely to have transport options other than travelling by car. These measures can also deliver significant benefits beyond emissions reductions – such as improving travel choices and accessibility, better health, safety and less congestion.

Planning for VKT Reduction

The Government has committed to several actions in the ERP to reduce reliance on cars and support people to walk, cycle and use public transport.

This includes development of plans and programmes to reduce total light fleet VKT in our largest towns and cities.

Specifically, the ERP tasks Waka Kotahi to:

1. Revise Waka Kotahi's national mode-shift plan, [Keeping Cities Moving](#), to ensure nationally-led activities align with the pace and scale of VKT reduction and mode shift required in urban environments.
2. Develop VKT reduction programmes for NZ major urban environments (Tier 1 and 2) in partnership with local government, Māori and community representatives.

Tier 1 areas are Auckland, Hamilton, Tauranga, Wellington and Christchurch; and Tier 2 areas are Whangārei, Rotorua, New Plymouth, Napier-Hastings, Palmerston North, Nelson-Tasman, Queenstown and Dunedin.

Waka Kotahi has been allocated \$22.5 million under the **Climate Emergency Response Fund (CERF)** 2022 to progress these initiatives.

The ERP also tasks Te Manatū Waka Ministry of Transport to develop sub-national VKT reduction targets for Tier 1 and Tier 2 areas. These will inform the development of the urban VKT reduction programmes.

The National Plan

Under the CERF, the VKT Reduction programme team has been established to help support these actions and targets, working alongside Te Manatū Waka Ministry of Transport to develop a national VKT reduction plan. This is due to be published by mid-2023. The national plan will set out what is needed to meet the national VKT reduction target and what Waka Kotahi will do to help achieve this target in partnership with others. The plan will identify broader actions that are needed beyond the control of Waka Kotahi, e.g.: in the urban planning system, to enable us to reach the national VKT reduction target. It will also provide guidance on what needs to be included and prioritised in the Urban VKT Reduction Programmes.

We are planning to engage with key stakeholders on the national VKT reduction plan in March 2023 and invite your organisation to participate.

How you can be involved

It's important that we solve the transport issues in our cities that are causing problems like climate change. Using a range of solutions is the practical and responsible thing to do, ensuring our cities work well for all of us over the long term.

Waka Kotahi invites your organisation to have a voice when it comes to these important changes, by providing feedback following a webinar presentation that provides an outline of the national VKT reduction plan. We want to hear your thoughts as to how it can best represent communities, as we move towards a low emissions transport system and a healthier future for us all.

The **Vehicle Kilometres Travelled (VKT) Reduction Programme** is an important part of this journey, as it supports councils with a national VKT reduction plan outlining what needs to be done to create better cities for people, by reducing car dependency and use. As the national VKT reduction plan will say, we can do this by continuing to open our streets to more active modes of transport, like walking, cycling and scooters. If we keep changing the way people move around our cities and towns, we can reduce the carbon we put in the air and help limit climate change.

How the national plan engagement process will work:

1. Waka Kotahi will host a webinar presenting a high-level overview of the national VKT reduction plan followed by a Q&A session and discussion.
2. You will soon receive an invitation to the webinar, taking place on Tuesday 21 March 2023 between 1pm-2.30pm.
3. Following the webinar, we will distribute an online survey capturing further feedback from the group about whether the national VKT reduction plan 'ticks all the boxes' from the perspective of your organisation and those it represents.
4. If you personally are unable to participate, we invite you to nominate someone in your organisation to be part of this engagement process, providing their name, email, and contact number via vktreduction@nzta.govt.nz. From there, we will communicate directly with them.

We very much look forward to having your input to this important mahi. In the meantime, please don't hesitate to get in touch with the VKT Reduction programme team with any queries, via vktreduction@nzta.govt.nz

ATTACHMENT 2

VKT Reduction Programme

National Plan Overview

21 March 2023



Vehicle Kilometres Travelled Reduction

Climate Emergency Response Fund Programme

Te Kāwanatanga o Aotearoa
New Zealand Government



Today's Session

Presentation agenda

1. VKT Reduction Programme Recap
 1. Emissions Reduction Plan (ERP)
 2. VKT reduction plan, programmes, and targets
 3. Clarifying recent announcements
2. National Plan Overview
3. Survey
4. Pātai/Question and Answer session

Released under the Official Information Act

Emissions Reduction Plan

ERP transport focus areas

- 1 Reduce reliance* on cars and support people to walk, cycle and use public transport
- 2 Rapidly adopt low-emissions vehicles
- 3 Begin work now to decarbonise heavy transport and freight



41%
reduction of
transport
emissions by
2035

About 90% transport emissions come from land transport, primarily light vehicles (65%)

ERP transport targets

1 Reduce total kilometres travelled by the light fleet by **20%** by 2035*

2 Increase zero emissions vehicles to **30%** of the light vehicle fleet by 2035

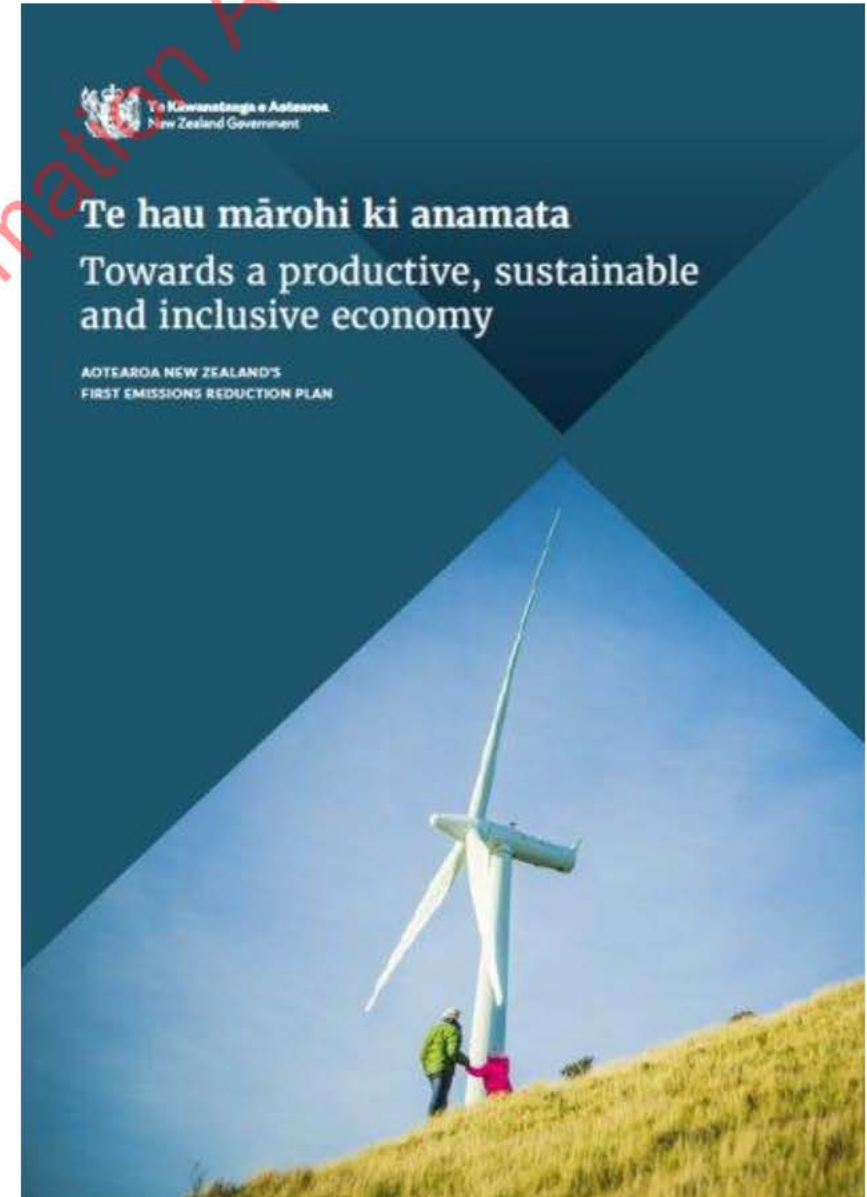
3 Reduce emissions from freight transport by **35%** by 2035

4 Reduce the emissions intensity of transport fuel by **10%** by 2035

ERP and Transport

1. Transport features heavily in the ERP
2. One of three focus areas in the transport section is to reduce reliance on cars and support people to walk, cycle and use public transport
3. Target to reduce total kilometres travelled (VKT) by the light vehicle fleet by 20% [relative to projected growth] by 2035 through improved urban form and providing better travel options

→ Equivalent to a **one percent reduction compared to 2019 levels**, assuming ongoing population growth and urban development



VKT Reduction Programme

Specifically, the ERP tasks Waka Kotahi to:

1. Revise Waka Kotahi's national mode-shift plan (*Keeping Cities Moving*) to ensure nationally led activities align with the pace and scale of VKT reduction and mode shift required in urban environments. **Due mid-2023**
2. Develop VKT reduction programmes for New Zealand's major urban environments in partnership with local government, Māori and community representatives. **Tier 1 council programmes are due Dec 2023, Tier 2 council programmes were initially due Dec 2024.**

Sub-national VKT reduction targets

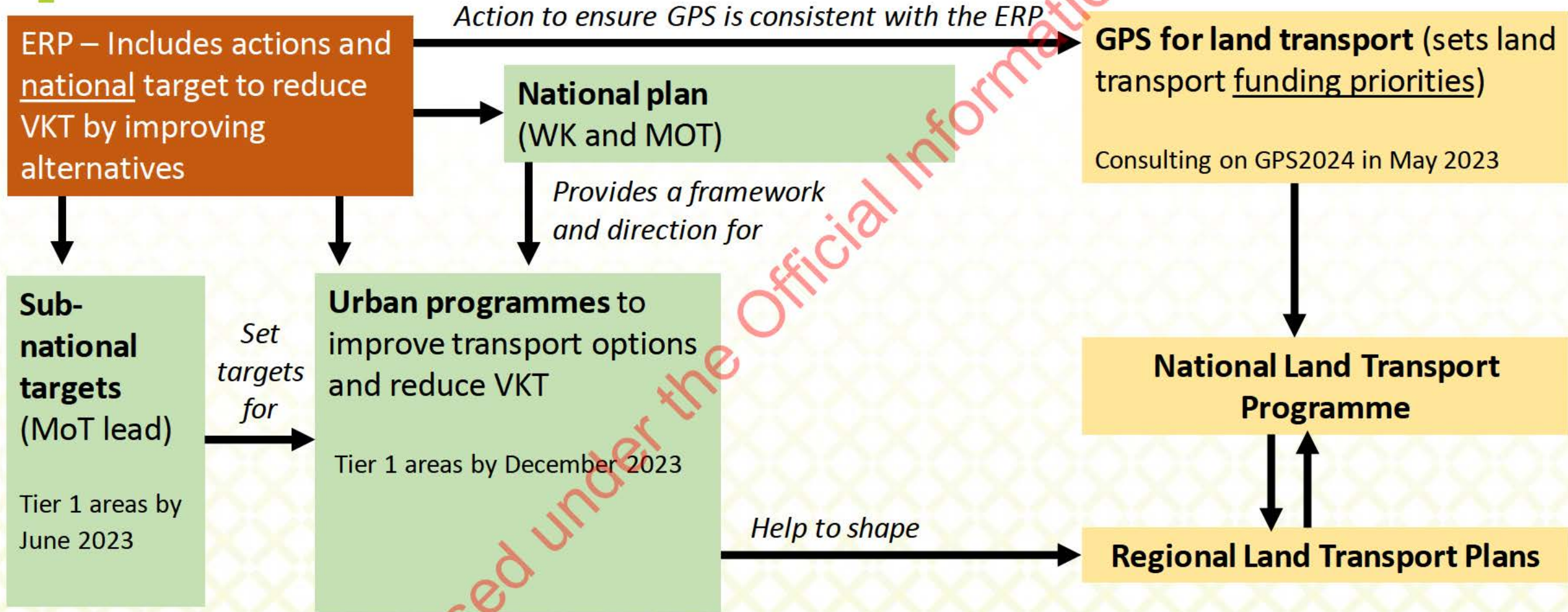
Led by Te Manatū Waka Ministry of Transport (MoT)

- MoT developed proposed sub-national targets for major urban areas in late 2022 and had initial conversations with council staff
- 85 percent of reductions were expected to come from 'Tier 1' urban areas (Auckland, Hamilton, Tauranga, Wellington, Christchurch).
- For 'Tier 2' areas, the emphasis has been on slowing the growth in VKT, rather than reducing it from current levels
- The Minister of Transport asked us to give councils more time to consider targets before confirming
- We are now focusing on **confirming targets for Tier 1 areas by June 2023**

Clarifying recent announcements

- On 13 March 2023, the Prime Minister announced that government would be:
"refocusing our goal of increasing and improving public transport as an alternative to driving... on the five main centres of Auckland, Hamilton, Tauranga, Wellington, and Christchurch. In other regions...we're making [VKT reduction] targets voluntary in areas like Dunedin, Palmerston North, Rotorua, New Plymouth, and those places that have been affected by Cyclone Gabrielle such as Napier, Hastings, and Gisborne."
- This does **not** mean that future public transport improvements will only occur in Tier 1 areas.
- The key point is that **the government is prioritising VKT reduction targets and programmes in Tier 1 areas for now** – and we will continue to work with any councils in Tier 2 areas that are keen to engage and have capacity to do so.

Making the connections



National Plan Overview - Draft approach

Released under the Official Information Act

Key Facts

National VKT reduction plan

- In development, due to be published mid-2023
- Collaboration between Waka Kotahi and the Ministry of Transport:
 - MoT leading the strategic context
 - Waka Kotahi leading the development of the framework and approaches for guiding urban programmes
- Primary focus on major urban environments including Auckland, Christchurch, Wellington, Tauranga, Hamilton

Released under the Official Information Act

National VKT Reduction Plan

Providing an overview of current progress

- Today we'll share how the plan is taking shape, highlighting key areas including:
 - Purpose
 - Case for Change
 - Strategic shifts
 - Principles
 - Framework to support urban programmes
 - Content of urban programmes
 - National actions
 - Supplementary resources

Released under the Official Information Act

Purpose

The National VKT Reduction Plan will:

- Set the direction for strategic shifts at a national level
- Ensure nationally led activities align with the pace and scale of VKT reduction and mode shift required in urban areas (building on *Keeping Cities Moving*)
- Outline what needs to be done to create better cities for people by reducing car dependency and use
- Provide a framework to guide urban programmes that Waka Kotahi is developing in partnership with local government, Māori, and community representatives.



Case for change

Improving travel options and reducing vehicle traffic will also deliver...



Three Strategic Shifts

- To achieve the VKT reduction targets, we need to take steps to make it easier for people to get around without a car and reduce vehicle traffic.
- This will require **three strategic shifts** in how we plan and deliver land-use and transport:

1. Shape urban form to reduce the need to use a car

Land use planning needs to support more medium-high density mixed-use urban developments that are well-connected by public transport services and active travel networks.

2. Make shared and active modes more attractive

More balanced transport planning and investments will improve transport choices, network optimisation, health and environmental outcomes.

3. Influence travel demand and transport choices

Make much better use of existing transport networks by influencing travel demand and transport choices. Sequencing of interventions like improved PT, incentivised transport choices and road-charging/pricing is crucial to the success of shifting mode choice.

Principles

1. We will address the root causes of car dependency
2. We will reduce car use in ways that improve wellbeing and liveability
3. Te Tiriti o Waitangi underpins our approaches
4. We will reduce inequities, not reinforce them
5. We will collaborate across sectors and agencies to create better cities for people
6. We will tailor our approach for different places
7. Communities will be closely engaged in programmes and local changes.

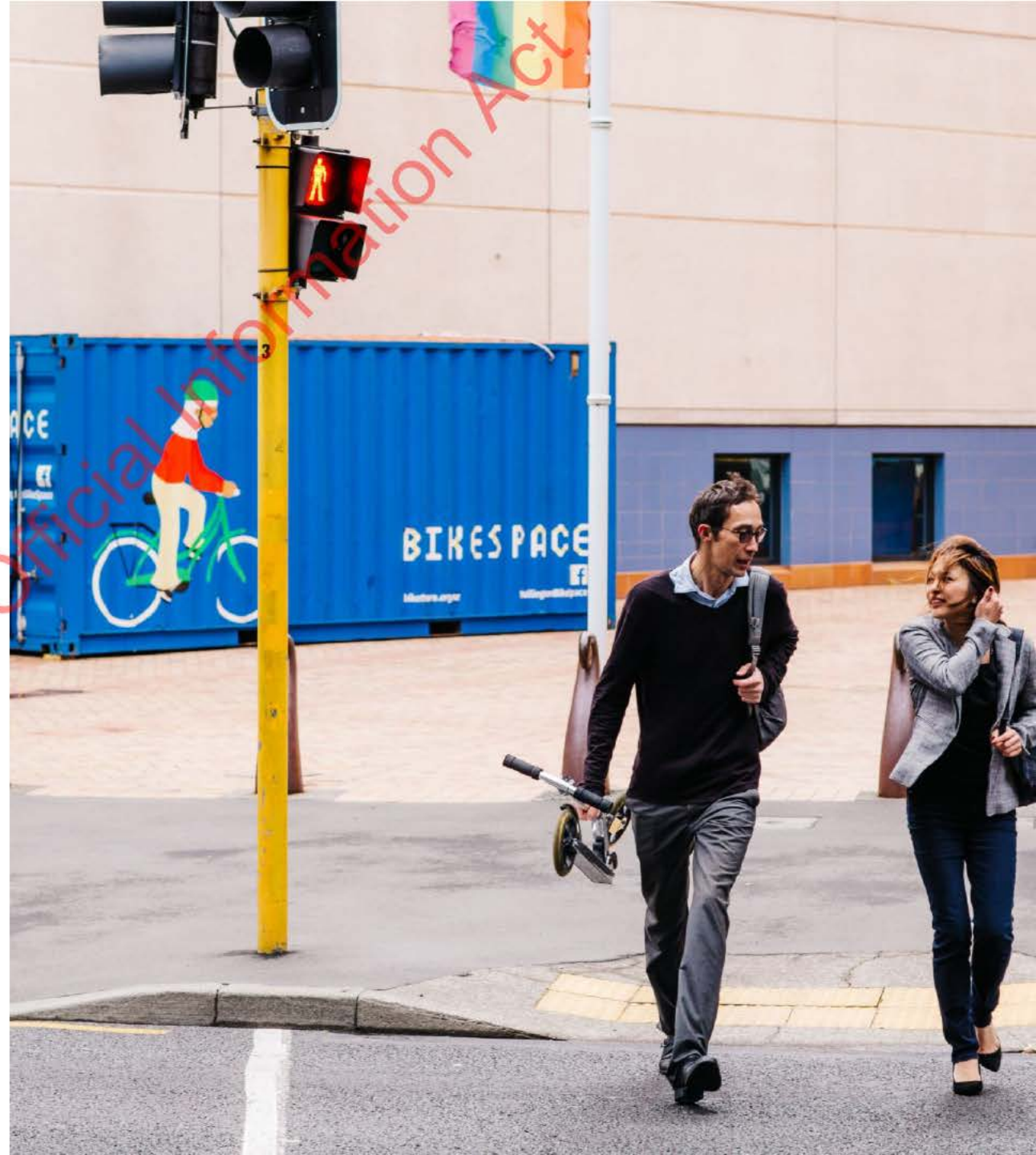
NB – these are currently in draft and may change as the national plan is finalised.



What it will take

Key areas of focus

- Develop urban programmes for major urban areas
- Strategically target, sequence and integrate packages of interventions
- Align central and local government planning and investments
- Build capability and momentum for change



Urban VKT Reduction Programmes

What should they cover

Acknowledge work already in place or underway
– avoid duplication. Flexibility in format, but need sufficient consistency to enable comparison across programmes

Key elements of programmes:

- ✓ Current context, existing networks and trips, scale of challenge
- ✓ Outline the desired future
 - ✓ Local aspirations, community insights and values
 - ✓ Comment on urban form need to support vision, deliver VKT and other outcomes
 - ✓ Describe the transport system required to support vision
- ✓ Programme of actions (evidence and documented for inclusion in RLTP)
- ✓ Describe the 'pathway' to delivering VKT target, including sequencing of actions, supporting conditions and critical dependencies
- ✓ Estimate of contribution each focus area will make to delivering target
- ✓ Outline indicative costs of delivering programmes
- ✓ Identify any risks or barriers to programme delivery.

National Actions

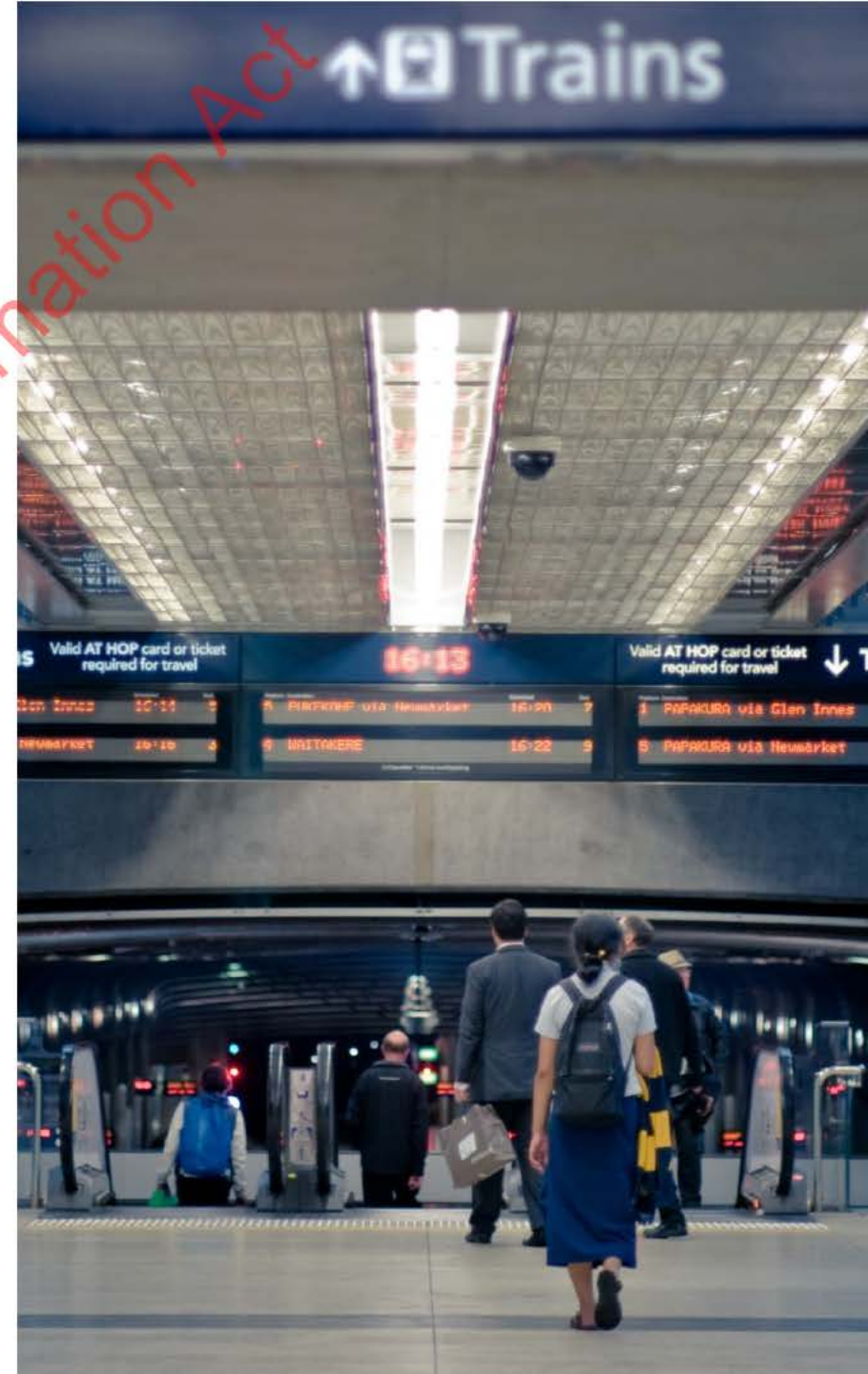
The national actions will:

- remove barriers or realise opportunities to reduce VKT; and
- support and streamline development and delivery of place-based VKT reduction programmes.

The [Emissions Reduction Plan](#) sets the majority of national actions, with further details provided in the [Decarbonising Transport Action Plan](#) 2022-25.

They cover the following areas:

- Land use and transport integration
- Aligning regulatory settings
- Aligning transport investment settings
- Development of national modal plans, investigate options to expand networks
- Identify, enable and incentivise pricing tools
- Equity focused mitigation for pricing tools
- Review of the revenue system
- Building sector capability and capacity



Additional national actions

Contained within the national VKT reduction plan

Waka Kotahi actions (lead or co-lead)

- Building sector capability and capacity
- Facilitating national and local conversations on the transport future of our communities
- Steam-lining planning and investment decision making
- Aligning funding decisions
- Evidence base and priority research gaps
- Guidance and tool development
- Regulation
- Standardising measurement and reporting

Actions to be agreed with partners

- Aligning land-use and transport decisions



Supplementary Resources

A range of resources, tools, evidence are being considered to support VKT planning.

Waka Kotahi is considering Supplementary Resources to help grow awareness of VKT reduction and support the development and implementation of urban programmes. The resources could include:

- Modal Guidance
 - Trips each mode is well suited to, levels of service required to support uptake, potential contribution to achieving target etc
- Theme and intervention guidance e.g.
 - How to support a just transition / equitable outcomes
 - Enabling VKT reduction without suppressing economic activity
 - Delivery of pricing and travel behaviour change interventions
- Process guidance
- Investment signals
- Evidence, Research and Tools



Survey

Councils are invited to participate in short survey

- Survey will be distributed following this session and will be open until EOB Tuesday 28 March
- Based on what has been shared today, we are inviting feedback on things like:
 - What do councils expect to see in the national VKT reduction plan?
 - Barriers to achieving VKT reduction – that are known or unknown to us
 - What's required to support VKT reduction discussions

Released under the Official Information Act

ATTACHMENT 3

VKT Reduction Programme

National Plan Overview

21 March 2023



Vehicle Kilometres Travelled Reduction

Climate Emergency Response Fund Programme

Te Kāwanatanga o Aotearoa
New Zealand Government



Today's Session

Presentation agenda

1. VKT Reduction Programme Recap
 1. Emissions Reduction Plan (ERP)
 2. VKT reduction plan, programmes, and targets
 3. Clarifying recent announcements
2. National Plan Overview
3. Survey
4. Pātai/Question and Answer session

Released under the Official Information Act

Emissions Reduction Plan

ERP transport focus areas

- 1 Reduce reliance* on cars and support people to walk, cycle and use public transport
- 2 Rapidly adopt low-emissions vehicles
- 3 Begin work now to decarbonise heavy transport and freight



41%
reduction of
transport
emissions by
2035

About 90% transport emissions come from land transport, primarily light vehicles (65%)

ERP transport targets

1
Reduce total kilometres travelled by the light fleet by **20%** by 2035*

2
Increase zero emissions vehicles to **30%** of the light vehicle fleet by 2035

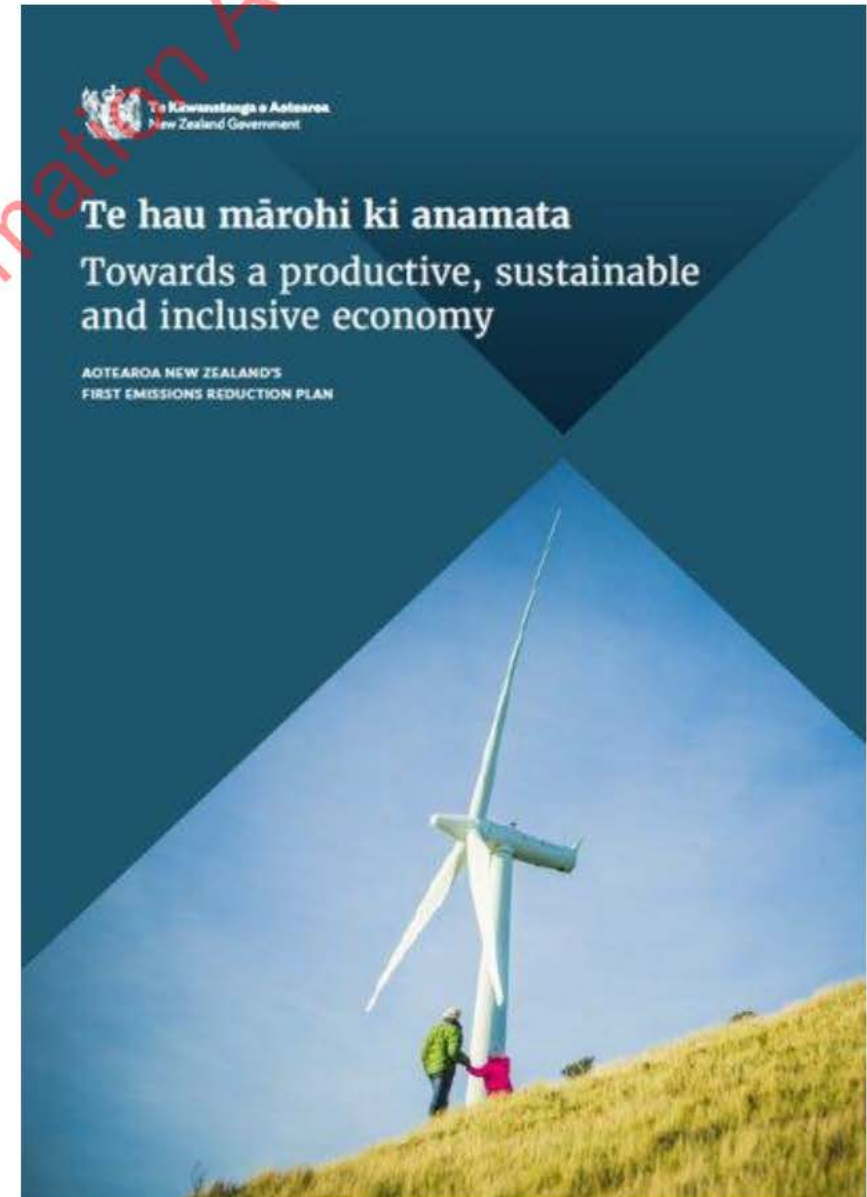
3
Reduce emissions from freight transport by **35%** by 2035

4
Reduce the emissions intensity of transport fuel by **10%** by 2035

ERP and Transport

1. Transport features heavily in the ERP
2. One of three focus areas in the transport section is to reduce reliance on cars and support people to walk, cycle and use public transport
3. Target to reduce total kilometres travelled (VKT) by the light vehicle fleet by 20% [relative to projected growth] by 2035 through improved urban form and providing better travel options

→ Equivalent to a **one percent reduction compared to 2019 levels**, assuming ongoing population growth and urban development



VKT Reduction Programme

Specifically, the ERP tasks Waka Kotahi to:

1. Revise Waka Kotahi's national mode-shift plan (*Keeping Cities Moving*) to ensure nationally led activities align with the pace and scale of VKT reduction and mode shift required in urban environments. **Due mid-2023**
2. Develop VKT reduction programmes for New Zealand's major urban environments in partnership with local government, Māori and community representatives. **Tier 1 council programmes are due Dec 2023, Tier 2 council programmes were initially due Dec 2024.**

Why reducing VKT of the light fleet is important

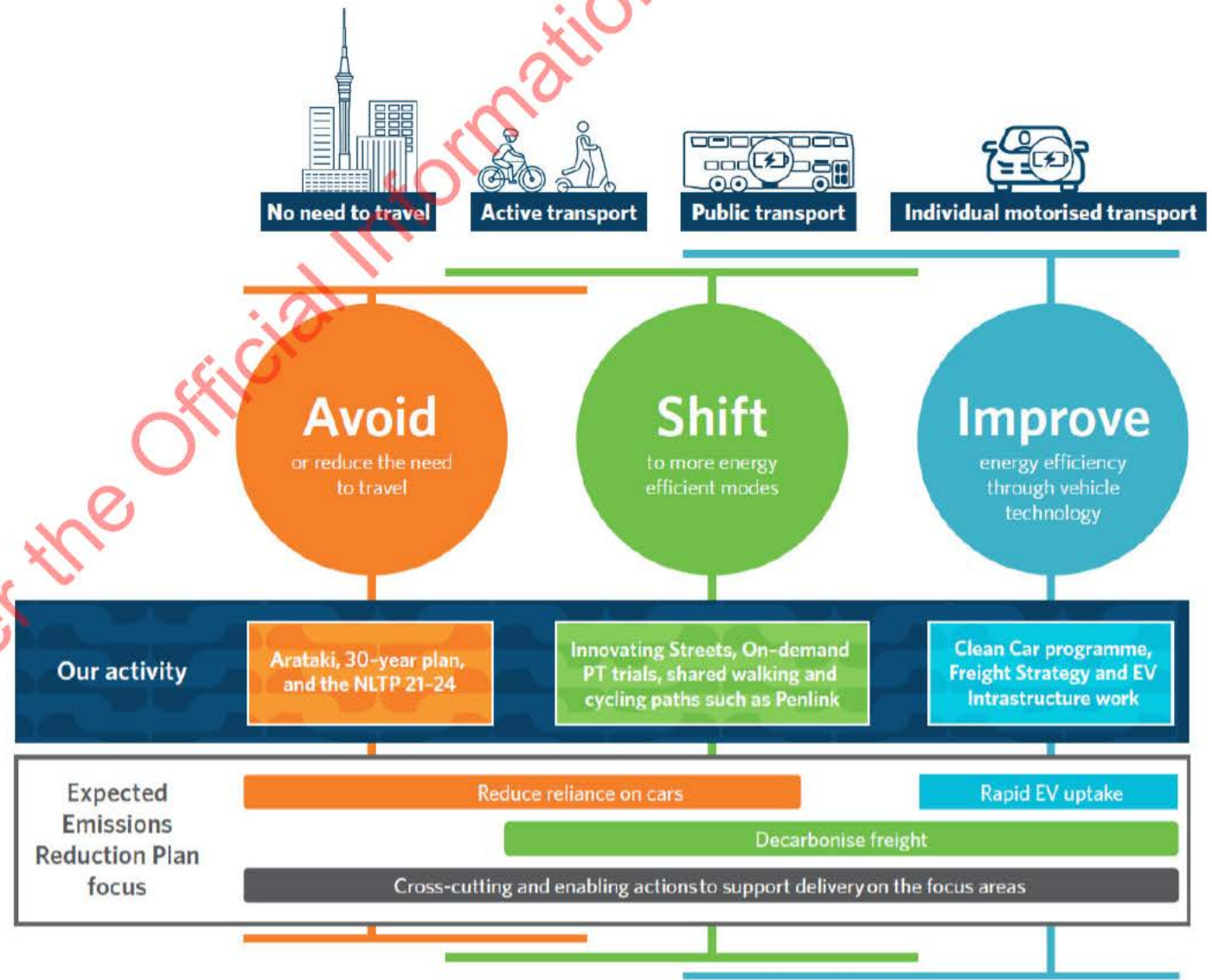
- Two thirds of transport emissions come from light vehicles.
- Reducing reliance on fossil-fuelled vehicles is at the heart of the transport emissions challenge.
- It's not feasible to just rely on substituting fossil-fuelled vehicles with electric ones.



The Challenge Ahead

Pace and scale is needed

- A-S-I framework identifies opportunities to reduce emissions from the transport system, e.g.: land use, transport, behaviour change (Avoid + Shift)
- But delivering VKT reduction must be done in a way that:
 - is equitable
 - meets other government objectives
 - supports community aspirations
- BAU is not enough to reach our emissions targets



Sub-national VKT reduction targets

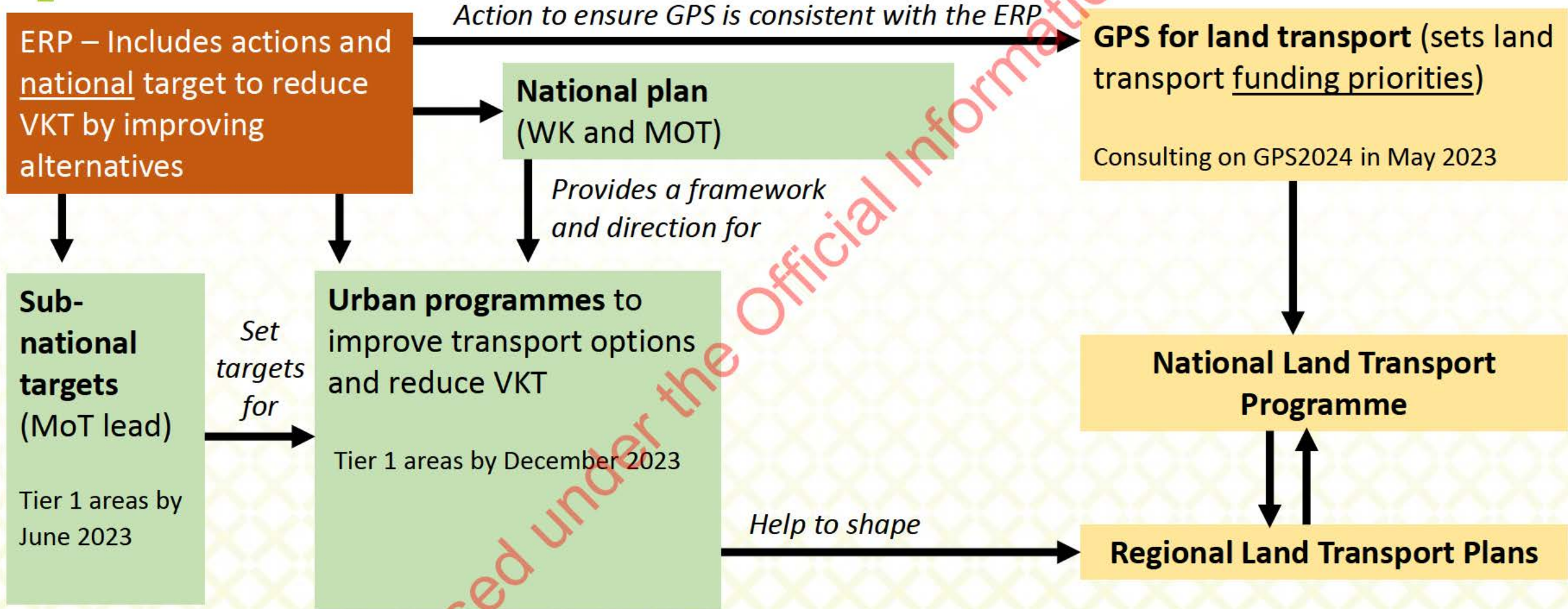
Led by Te Manatū Waka Ministry of Transport (MoT)

- MoT developed proposed sub-national targets for major urban areas in late 2022 and had initial conversations with council staff
- 85 percent of reductions were expected to come from 'Tier 1' urban areas (Auckland, Hamilton, Tauranga, Wellington, Christchurch).
- For 'Tier 2' areas, the emphasis has been on slowing the growth in VKT, rather than reducing it from current levels
- The Minister of Transport asked us to give councils more time to consider targets before confirming
- We are now focusing on **confirming targets for Tier 1 areas by June 2023**

Clarifying recent announcements

- On 13 March 2023, the Prime Minister announced that government would be:
"refocusing our goal of increasing and improving public transport as an alternative to driving... on the five main centres of Auckland, Hamilton, Tauranga, Wellington, and Christchurch. In other regions...we're making [VKT reduction] targets voluntary in areas like Dunedin, Palmerston North, Rotorua, New Plymouth, and those places that have been affected by Cyclone Gabrielle such as Napier, Hastings, and Gisborne."
- This does **not** mean that future public transport improvements will only occur in Tier 1 areas.
- The key point is that **the government is prioritising VKT reduction targets and programmes in Tier 1 areas for now** – and we will continue to work with any councils in Tier 2 areas that are keen to engage and have capacity to do so.

Making the connections



National Plan Overview: Draft approach

Released under the Official Information Act

National VKT Reduction Plan

Providing an overview of current progress

- Today we'll share how the plan is taking shape, highlighting key areas including:
 - Purpose
 - Case for Change
 - Strategic shifts
 - Principles
 - Framework to support urban programmes
 - Content of urban programmes
 - National actions
 - Supplementary resources

Released under the Official Information Act

Purpose

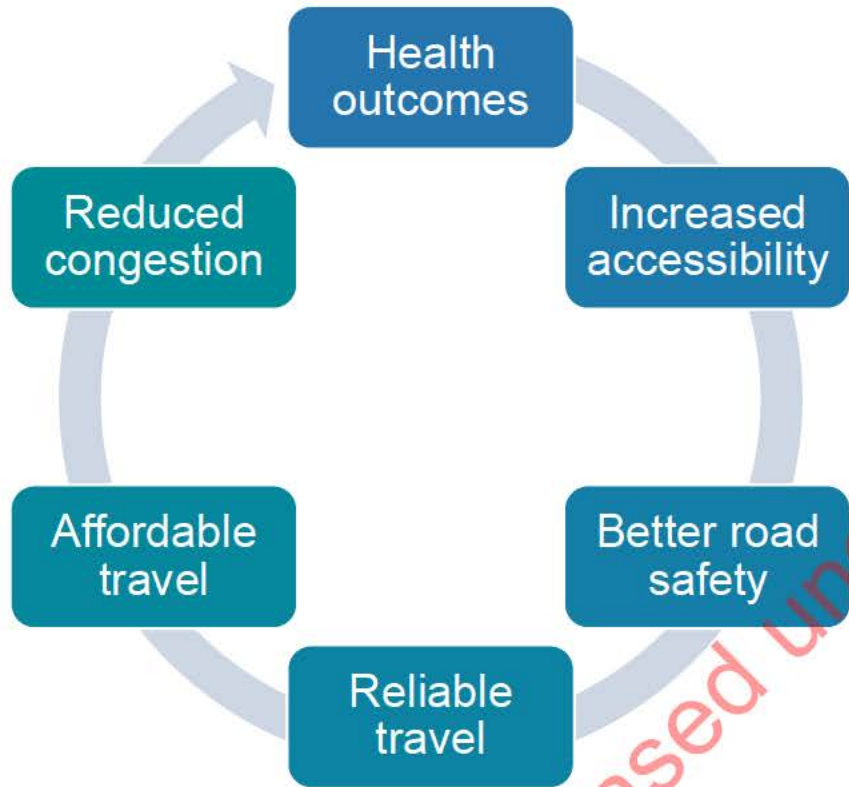
The National VKT Reduction Plan will:

- Set the direction for strategic shifts at a national level
- Ensure nationally led activities align with the pace and scale of VKT reduction and mode shift required in urban areas (building on *Keeping Cities Moving*)
- Outline what needs to be done to create better cities for people by reducing car dependency and use
- Provide a framework to guide urban programmes that Waka Kotahi is developing in partnership with local government, Māori, and community representatives.



Case for change

Improving travel options and reducing vehicle traffic will also deliver...



Three Strategic Shifts

- To achieve the VKT reduction targets, we need to take steps to make it easier for people to get around without a car and reduce vehicle traffic.
- This will require **three strategic shifts** in how we plan and deliver land-use and transport:

1. Shape urban form to reduce the need to use a car

Land use planning needs to support more medium-high density mixed-use urban developments that are well-connected by public transport services and active travel networks.

2. Make shared and active modes more attractive

More balanced transport planning and investments will improve transport choices, network optimisation, health and environmental outcomes.

3. Influence travel demand and transport choices

Make much better use of existing transport networks by influencing travel demand and transport choices. Sequencing of interventions like improved PT, incentivised transport choices and road-charging/pricing is crucial to the success of shifting mode choice.

Principles

1. We will address the root causes of car dependency
2. We will reduce car use in ways that improve wellbeing and liveability
3. Te Tiriti o Waitangi underpins our approaches
4. We will reduce inequities, not reinforce them
5. We will collaborate across sectors and agencies to create better cities for people
6. We will tailor our approach for different places
7. Communities will be closely engaged in programmes and local changes.

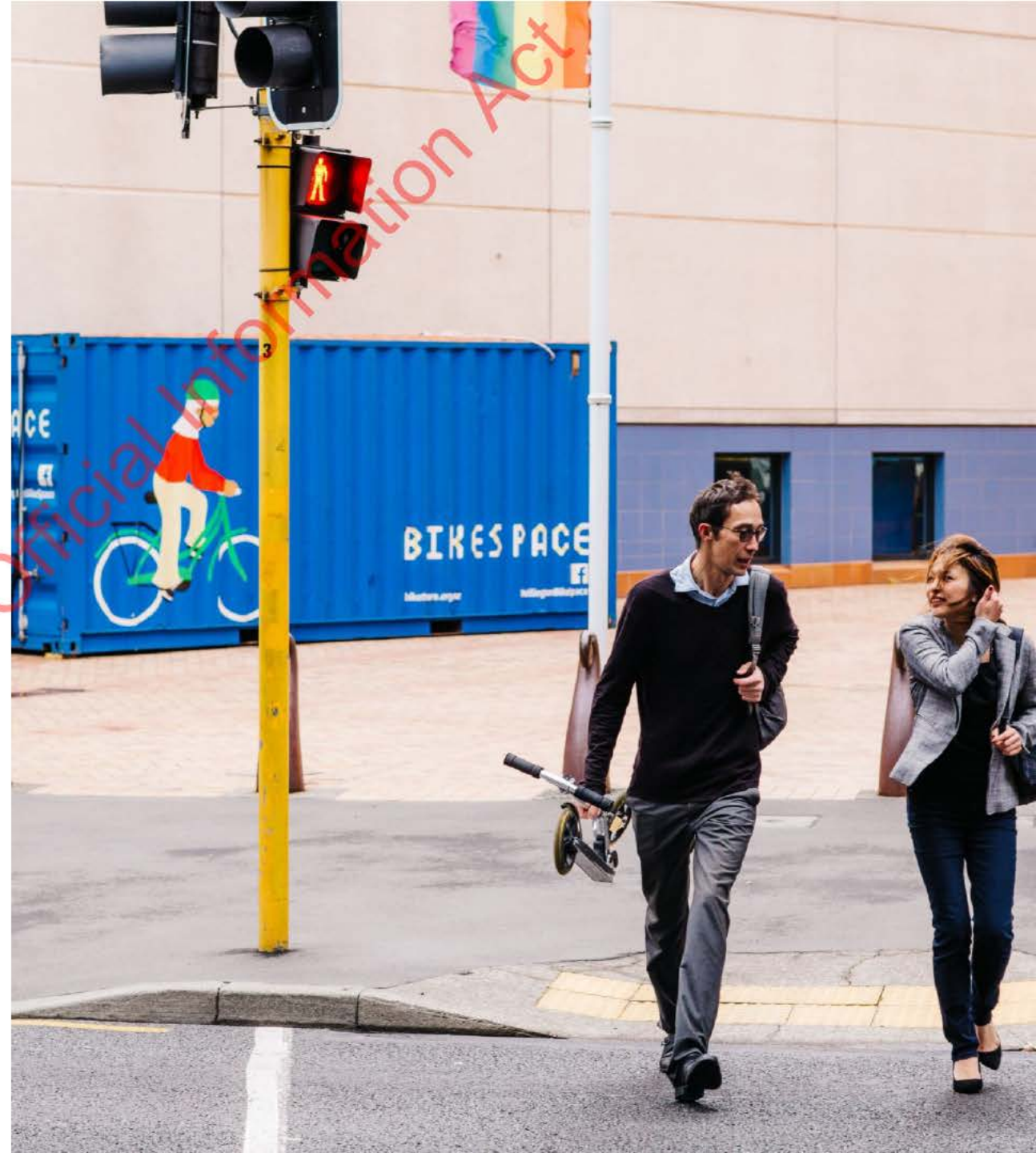
NB – these are currently in draft and may change as the national plan is finalised.



What it will take

Key areas of focus

- Develop urban programmes for major urban areas
- Strategically target, sequence and integrate packages of interventions
- Align central and local government planning and investments
- Build capability and momentum for change



Urban VKT Reduction Programmes

What should they cover

Acknowledge work already in place or underway
– avoid duplication. Flexibility in format, but need sufficient consistency to enable comparison across programmes

Key elements of programmes:

- ✓ Current context, existing networks and trips, scale of challenge
- ✓ Outline the desired future
 - ✓ Local aspirations, community insights and values
 - ✓ Comment on urban form need to support vision, deliver VKT and other outcomes
 - ✓ Describe the transport system required to support vision
- ✓ Programme of actions (evidence and documented for inclusion in RLTP)
- ✓ Describe the 'pathway' to delivering VKT target, including sequencing of actions, supporting conditions and critical dependencies
- ✓ Estimate of contribution each focus area will make to delivering target
- ✓ Outline indicative costs of delivering programmes
- ✓ Identify any risks or barriers to programme delivery.

National Actions

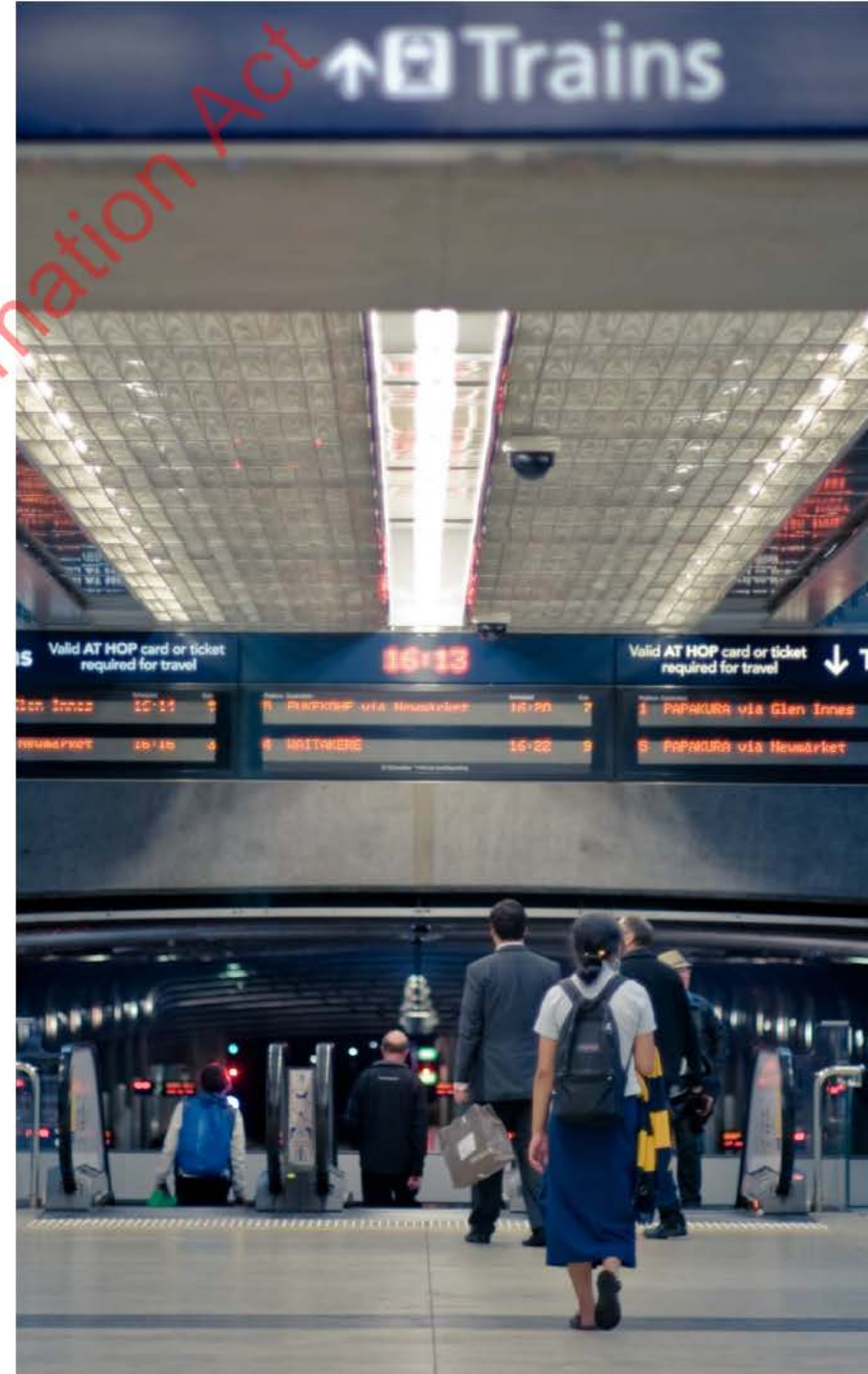
The national actions will:

- remove barriers or realise opportunities to reduce VKT; and
- support and streamline development and delivery of place-based VKT reduction programmes.

The [Emissions Reduction Plan](#) sets the majority of national actions, with further details provided in the [Decarbonising Transport Action Plan](#) 2022-25.

They cover the following areas:

- Land use and transport integration
- Aligning regulatory settings
- Aligning transport investment settings
- Development of national modal plans, investigate options to expand networks
- Identify, enable and incentivise pricing tools
- Equity focused mitigation for pricing tools
- Review of the revenue system
- Building sector capability and capacity



Additional national actions

Contained within the national VKT reduction plan

Waka Kotahi actions (lead or co-lead)

- Building sector capability and capacity
- Facilitating national and local conversations on the transport future of our communities
- Stream-lining planning and investment decision making
- Aligning funding decisions
- Evidence base and priority research gaps
- Guidance and tool development
- Regulation
- Standardising measurement and reporting

Actions to be agreed with partners

- Aligning land-use and transport decisions



Supplementary Resources

A range of resources, tools, evidence are being considered to support VKT planning.

Waka Kotahi is considering Supplementary Resources to help grow awareness of VKT reduction and support the development and implementation of urban programmes. The resources could include:

- Modal Guidance
 - Trips each mode is well suited to, levels of service required to support uptake, potential contribution to achieving target etc
- Theme and intervention guidance e.g.
 - How to support a just transition / equitable outcomes
 - Enabling VKT reduction without suppressing economic activity
 - Delivery of pricing and travel behaviour change interventions
- Process guidance
- Investment signals
- Evidence, Research and Tools



Survey

Councils are invited to participate in short survey

- Survey will be distributed following this session and will be open until EOB Tuesday 28 March
- Based on what has been shared today, we are inviting feedback on things like:
 - What do councils expect to see in the national VKT reduction plan?
 - Barriers to achieving VKT reduction – that are known or unknown to us
 - What's required to support VKT reduction discussions

Released under the Official Information Act

ATTACHMENT 4

Draft National Plan

Targeted Tier 1 Council Feedback

Participating councils:

- Auckland Council
- Auckland Transport
- Bay of Plenty Regional Council
- Waikato Regional Council
- Greater Wellington Regional Council
- Environment Canterbury

Released under the Official Information Act



Opening karakia

Tūtawa mai i runga

Tūtawa mai i raro

Tūtawa mai i roto

Tūtawa mai i waho

Kia tau ai

Te mauri tū, te mauri ora

Ki te katoa

Haumi e, hui e, tāiki e

Come forth from above, below, within,

And from the environment

Vitality and wellbeing for all

Strengthened in unity.

Released under the Official Information Act

Introduction

- Kia ora koutou and thanks for your participation in the draft national plan review
- Welcoming representatives from:
 - Auckland Council
 - Auckland Transport
 - Waikato Regional Council
 - Bay of Plenty Regional Council
 - Greater Wellington Regional Council
 - Environment Canterbury



VKT Reduction Programme Update

- 1st ministerial review of draft national plan
- Urban Programmes Approvals Pathways in discussion and high priority
- Regional Partnership Teams in place
- New VKT reduction newsletter and webinar series coming



National Plan

- Valuable feedback was received from the Tier 1 and 2 council March engagement
- Councils seeking:
 - Certainty – funding, legislation, evidence
 - Clarity – expectations, investment, interplay between transport and land use planning
 - Capability – support, specialist skills, models, tools



Structured Discussion

1. National plan
2. Urban Programmes
3. National actions
4. Supplementary resources

National Plan

Is the scope and direction of the national plan appropriate to support delivery of VKT reduction targets?

Is there anything missing?

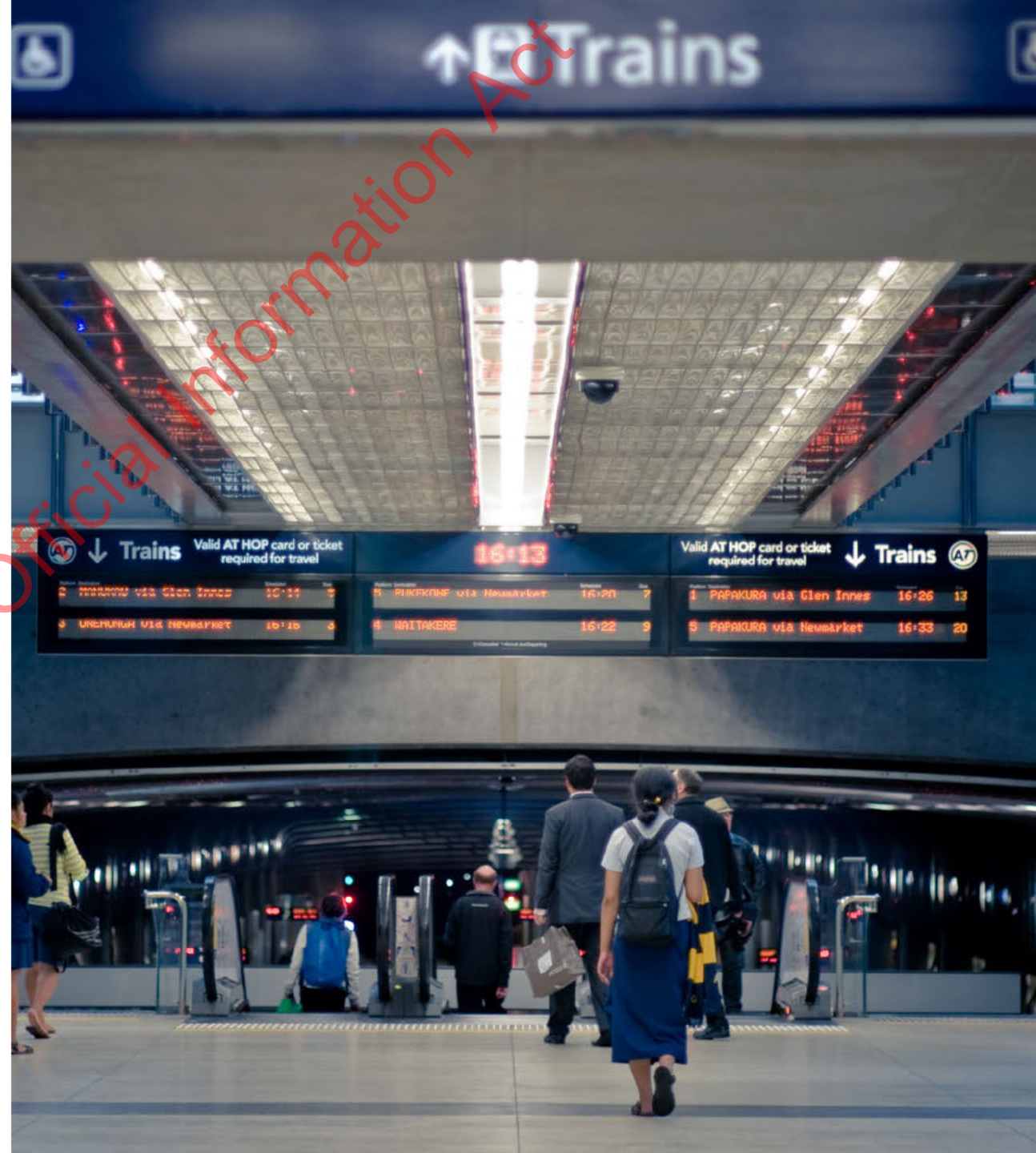


Released under the Official Information Act

Urban Programmes

Does the National Plan provide sufficient direction and guidance to support development of Urban programmes?

If not, what do you believe should be included in relation to the Urban Programmes?



National Actions

Are there any actions you need to see at a national level that are not currently included in the draft National Plan?

Released under the Official Information Act



Supplementary Resources

Are there any Supplementary Resources (guidance, evidence, best practise, research, tools etc) that would support your work to develop and deliver Urban VKT Reduction Programmes?

- Provide guidance
- Further evidence
- Best practise
- Further research
- Tools
- Other?

Released under the Official Information Act



Summarised kōrero

s 9(2)(a)

Released under the Official Information Act

Summarised kōrero

- What we've heard today
- Key themes of consideration
- Any further input?

Released under the Official Information Act

Next Steps

Key programme dates and milestones

Timeframe	Activity
Ongoing	Urban Programmes: Tier 1 engagement via Regional Partnership Teams
May - Jun	Expressions of Interest (EOI) funding approved/confirmed
Jun	Sub-national VKT reduction set by Te Manatū Waka (MoT) by June 2023
Jun – Jul	Government Priority Statement (GPS) roadshows
Mid-2023	National VKT Reduction Plan endorsed and published
Aug 2023	Provide guidance on VKT reduction activities for RLTPs
Dec 2023	Tier 1 VKT Reduction Programmes completed

Timings may be subject to change.

Thank you

- We appreciate your willingness to put your valuable time into this process
- Direct any further thoughts to
- vktreduction@nzta.govt.nz by end of business **today**



Released under the Official Information Act

Closing karakia

Kia whakairia te tapu

Kia wātea ai te ara

Kia tūruki whakataha ai

Kia tūruki whakataha ai

Hui e, tāiki e

Released under the Official Information Act