

Working with Waka Kotahi

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 Kōtuia | 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 five 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

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 Zeland 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.