



ANNUAL REVIEW 2022/23:

COMMITTEE BIOS	2
ADDENDUM TO THE BRIEFING PACK.....	4
UNBRANDED NZTA PPE	4
ACTIVITY CLASS SUMMARY – 3 YEAR TOTALS	4
POTHOLE REPAIRS FIGURES.....	5
SH MAINTENANCE COST PER LANE/KM	5
UPDATED CLEAN CAR FIGURES	6
DEATHS AND SERIOUS INJURIES FROM FY 2017/18 TO DATE.....	6
FUNDING AND COST PROJECTIONS FOR RONS.....	6
LATE INVOICES PAYMENTS.....	7
JOURNEY PLANNER	7
LAND TRANSPORT SECURITY PROGRAMME (LTSP)	7
DATA SECURITY ISSUES	7
TAPATAHI SURVEY RESULTS	8
QUESTIONS FROM PREP SESSION.....	10
RECENT WRITTEN PARLIAMENTARY QUESTIONS	23
RECENT ORAL PARLIAMENTARY QUESTIONS.....	27
RECENT OIA(S) FROM MP/MEDIA	38
NZTA IN THE MEDIA	39

COMMITTEE BIOS

Name	Party	Background
<p>Andy Foster – Chairperson</p> 	<p>NZ First Party List Member</p>	<p>Andy Foster is the former Mayor of Wellington and current NZ First List MP.</p> <p>Andy has experienced leadership in transport, urban planning and finance. He is a life member of TRAFINZ, which represents local authority views regarding road safety and traffic management, and was publicly supportive of the LGWM programme.</p> <p>Andy was first elected to Parliament in 2023.</p>
<p>Grant McCallum – Deputy Chairperson</p> 	<p>National Party Member for Northland</p>	<p>Grant McCallum is the National MP for Northland. He has operated a beef and dairy farm since 1995, and is a strong advocate for farming communities.</p> <p>Grant launched a pothole campaign during the election period and is an advocate for improving the roading conditions in Northland. He is a member of the Northland, Inc steering group and is interested in the ongoing work on the Brynderwyns, including seeking central Government support packages.</p> <p>Grant was first elected to Parliament in 2023.</p>
<p>Julie Anne Genter – Member</p> 	<p>Green Party Member for Rongotai</p>	<p>Julie Anne Genter was a former Associate Minister of Transport from 2017 to 2020.</p> <p>Before entering politics, Julie Anne’s professional career was in transport and urban planning. She advised local and central government organisations on policy and economic evaluation of transport projects as a consultant for some of New Zealand’s leading firms.</p> <p>Julie Anne is the Green Party spokesperson for transport and was first elected to Parliament in 2011.</p>
<p>Mariameno Kapa-Kingi – Member</p> 	<p>Te Pāti Māori Member for Te Tai Tokerau</p>	<p>Mariameno is the Te Pāti Māori MP for Te Tai Tokerau.</p> <p>She specialises in iwi and hapū health and economic growth and has significant experience in iwi social services and governance, including as the former chief executive for the post-settlement governance entity of Te Aupōuri.</p> <p>Mariameno was first elected to Parliament in 2023.</p>

<p>Cameron Luxton – Member</p> 	<p>ACT Party List Member</p>	<p>Cameron Luxton is an ACT list MP based in Tauranga. He has a background in construction, farming and sports, and owns a building business. He is supportive of the ending of the 'ute tax' and clean car discount. Cameron is the ACT Party spokesperson for transport and was first elected to Parliament in 2023.</p>
<p>Tom Rutherford – Member</p> 	<p>National Party Member for Bay of Plenty</p>	<p>Tom Rutherford is the National MP for the Bay of Plenty. He is supportive of the completion of the Takitimu North Link project and is running a petition calling for signatures of support to complete the project to Ōmokoroa. He is passionate about lowering the cost of living, building resilient infrastructure, improving health services and making housing more affordable. Tom was first elected to Parliament in 2023.</p>
<p>Tangi Utikere – Member</p> 	<p>Labour Party Member for Palmerston North</p>	<p>Tangi Utikere is the Labour MP for Palmerston North. Before entering Parliament, Tangi was a member of the Palmerston North City Council, including serving as Deputy Mayor. He has a strong focus on policy and practice and is interested in the areas of multiculturalism, education, resource management and racing. He is the Labour Party spokesperson for transport. Tangi was first elected to Parliament in 2020.</p>
<p>Arena Williams – Member</p> 	<p>Labour Party Member for Manurewa</p>	<p>Arena Williams is the Labour MP for Manurewa. Before entering politics, she worked as a corporate lawyer, and also has a strong background as a community organiser. Arena was first elected to Parliament in 2020.</p>

Released under the Official Information Act 1982

ADDENDUM TO THE BRIEFING PACK

UNBRANDED NZTA PPE

<https://www.newshub.co.nz/home/politics/2024/02/waka-kotahi-bought-new-unbranded-hi-viz-jackets-for-pm-entourage-for-highway-re-opening.html>

- It's our usual practice to order new PPE gear for new Ministers and Associate Ministers, for visits to project sites
- In light of the Coalition Agreement requiring public agencies to use their English names first, PPE gear with NZTA branding has been ordered.
- The PPE gear with NZTA branding was not available in time for the SH25A visit, so unbranded gear was used

ACTIVITY CLASS SUMMARY – 3 YEAR TOTALS

Summary of 3 YR totals		2015	2018	2021	2015-2021	2018-21	2015-18
SH MAINTENANCE	Upper	1810	2130	2940	167%	138%	118%
	Lower	1350	1810	2260	134%	125%	134%
LR MAINTENANCE	Upper	1740	2120	2340	163%	110%	122%
	Lower	1230	1800	2000	72%	111%	146%
SH IMPROVEMENTS	Upper	4485	4115	3250	74%	79%	92%
	Lower	3240	3100	2400	95%	77%	96%
LR IMPROVEMENTS	Upper	855	1295	810	54%	63%	151%
	Lower	555	530	300	330%	57%	95%
PT (INC TRANSITIONAL RAIL, RAPID TRANSIT)	Upper	1215	3235	4010	288%	124%	266%
	Lower	865	1785	2490	534%	139%	206%
WALKING AND CYCLING	Upper	103	360	550	630%	153%	350%
	Lower	46	235	290	260%	123%	511%
POLICING/RTZ/SAFETY	Upper	1088	1335	2830	267%	212%	123%
	Lower	947	1135	2530	150%	223%	120%
INVESTMENT MANAGEMENT	Upper	180	235	270	136%	115%	131%
	Lower	162	195	220	136%	113%	120%
RAIL NETWORK	Upper			1344			
	Lower			1194			
COASTAL SHIPPING	Upper			45			
	Lower			30			
TOTAL (Upper)		11,476	14,825	18,389	160%	124%	129%
TOTAL (Lower)		8,395	10,590	13,714	163%	129%	126%

POTHOLE REPAIRS FIGURES

The number of **maintenance callouts** that have occurred since 2017 until the end of FY 2022/23 has been provided in the following table. Please note that maintenance contractors may repair more than one pothole per call out.

Year	Total
2017	51,180
2018	49,921
2019	32,031
2020	33,324
2021	41,936
2022	54,540
2023 (up to 30 June 2023)	22,895

Total number of **potholes repaired** each month on the state highway network for each month from June 2018 to June 2023:

	2018	2019	2020	2021	2022	2023	TOTAL
January		2,609	1,133	1,547	1,418	2,955	9,662
February		1,224	1,020	1,274	2,284	3,260	9,062
March		666	922	1,487	1,922	2,593	7,590
April		893	1,078	1,469	1,791	2,009	7,240
May		1,156	1,653	2,511	2,932	7,002	15,254
June		2,124	3,158	3,841	5,658	5,901	20,682
July	5,981	4,790	6,418	5,266	10,038		32,493
August	8,011	5,695	4,224	5,978	9,629		33,537
September	6,145	4,434	3,674	6,356	5,864		26,473
October	3,313	4,207	3,311	5,092	4,100		20,023
November	3,823	2,385	4,241	3,706	5,145		19,300
December	3,167	1,849	2,492	3,409	3,759		14,676
TOTAL	30,440	32,032	33,324	41,936	54,540	23,720	

SH MAINTENANCE COST PER LANE/KM

- Maintenance activities are completed as a lump sum activity – we do not capture and record this cost on a road by road, or section by section basis.
- NZTA calculates annually the maintenance cost per lane/km for the whole state highway network to produce an average cost. However, it does not differentiate for region, class of road or speed zone on road.
- The reason the average cost is calculated this way is because the quantum of maintenance, repairs and renewals required on any section of road is influenced by many variables, such as age, construction method, maintenance history, vehicle kilometres travelled (VKT) percentage of heavy vehicles using the road (loading), change of use or growth that may have occurred, and the agreed level of service (via Network Outcomes Contracts and Maintenance Management Plans).
- The cost figures per lane/km for state highway network maintenance are publicly available in NZTA's annual statement of performance expectations documents (SPEs). For example, the latest

SPE 2023/24 lists state highway maintenance cost per lane/km delivered at \$33,819 (estimated actual 2022/23).

- There are no separate categories for 'high speed' or 'low speed' state highways. New Zealand roads are classified into six categories (national, arterial, regional, primary collector, secondary collector and access) using the One Network Road Classification (ONRC). ONRC is a robust, impartial and nationally consistent tool that allows road controlling authorities to compare the state of roads across the country and direct investment where it is needed most.

UPDATED CLEAN CAR FIGURES

As of 31 January 2024:

- The total amount of rebates paid is \$617.8 million.
- The total fees revenue used to pay rebates and admin is \$297.4 million.
- The total Crown Grant used (the scheme's deficit) to pay rebates is \$340.7 million.

DEATHS AND SERIOUS INJURIES FROM FY 2017/18 TO DATE

Deaths and Serious Injuries			
Year	Deaths	Serious injuries	Total DSIs
2017/18	391	2,698	3,089
2018/19	371	2,539	2,910
2019/20	303	2,224	2,527
2020/21	346	2,406	2,752
2021/22	325	2,290	2,615
2022/23*	360	2,547	2,907
2023/24*	214	1,497	1,711
Total	2,310	16,201	18,511

*2023 and 2024 data is not yet complete in CAS, so figures are current as at 26/02/2024.

FUNDING AND COST PROJECTIONS FOR RONS

<https://www.nzherald.co.nz/business/transport-projects-could-cost-twice-as-much-as-national-estimated-nzta/DOYAPIZECNFYPBWYP6Z6J66XEM/>

- The figures referenced in the NZ Herald article were included in a document provided by the NZTA to the Ministry of Transport (MoT) to help inform the development of the next Government Policy Statement on Land Transport (GPS). The estimated cost ranges will be further refined as part of the development of the 2024/27 National Land Transport Programme.
- The funding constraints and challenges facing New Zealand's transport networks are described in detail in the publicly available NZ Transport Agency Waka Kotahi Briefing to the Incoming Minister - <https://www.nzta.govt.nz/assets/resources/briefing-for-incoming-minister/briefing-to-the-incoming-minister-2023.pdf>

LATE INVOICES PAYMENTS

- The volume of invoices being paid has increased, which also leads to an increase in overdue invoices.
- Payment of invoices is dependent on approvers approving invoices for payment in a timely manner.
- Process improvement has been in put in place by sending daily email to approvers to approve outstanding invoices.

JOURNEY PLANNER

- Journey Planner was launched in 2017 and replaced a number of regional traffic and travel websites with a national website.
- Journey Planner is more than just real time roadworks, traffic and road closure data. It provides access to traffic camera feeds, holiday traffic congestion predictions and provides a service for users to sign up and receive updates on selected routes that they travel.
- Journey Planner is also viewed by the public and media as the **official** source of roadworks, traffic and road closure information for State Highways, particularly during major weather events when the situation can change quickly. There have been situations where information displayed on Google Maps around road closures has not been correct and getting this updated in a timely manner has been difficult.
- In the 2023 calendar year, Journey Planner had an average of 424,650 users per month, but this peaked at 1,202,830 users in February 2023 during Cyclone Gabrielle.

LAND TRANSPORT SECURITY PROGRAMME (LTSP)

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DATA SECURITY ISSUES

- Security of data and systems is incredibly important. NZTA is responsible for one of the largest data collections in the public sector. NZTA manages a number of critical registers and digital systems for the country including the driver licencing and vehicle registration systems, which also act as critical personal identity systems.
- We had an uptick in data security issues identified in 2022/23 due to improvements in our security capability and readiness, as well as improvements in the detection and monitoring capabilities of people travelling overseas.
- We have an inhouse Security Operations team to respond to and manage cyber security incidents supported by an external provider as required, and will continue to invest in this core function.
- It is important to note that there were no data breaches affecting the confidentiality, integrity and/or availability of our information which has an impact more than minor.

TAPATAHI SURVEY RESULTS

The following info covers the period of July 2022 to February 2024:

- The benchmark for the government sector is 7.5.
- NZTA's average engagement score for the period is 7.6 (0.1 above benchmark). Engagement score is the average score given by staff in response to the main question 'How likely is it you would recommend Waka Kotahi as a place to work?' and the following outcome questions, where applicable:
 - How likely is it you would advocate for the work of Waka Kotahi to friends and family?
 - How likely is it that you would stay with Waka Kotahi if you were offered the same job at another organisation?
 - Overall, how satisfied are you working at Waka Kotahi?
- Participation rate is 72% on average over the period.
- In addition to the engagement question(s), staff are asked to respond to questions on 14 specific areas/drivers.
- Breakdown by score drivers and by month in which the survey was undertaken is provided in the following table.
 - Green marks the highest driver score, and Red marks the lowest driver score on each round.
- The trend shows that staff are most satisfied with 'Autonomy' and 'Management Support' (in some months) and least satisfied with 'Reward'.
- Growth, Reward, Strategy and Workload are the only drivers with average score below the benchmark.

	Jul-22	Aug-22	Oct-22	Nov-22	Jan-23	Mar-23	Apr-23	Jun-23	Jul-23	Aug-23	Oct-23	Nov-23	Feb-24	AVERAGE
Engagement	7.4	7.5	7.6	7.5	7.5	7.5	7.6	7.6	7.6	7.6	7.6	7.7	7.7	7.6

Drivers															
Accomplishment	7.6	7.6	7.6	7.7	7.7	7.7	7.7	7.7	7.7	7.8	7.8	7.8	7.8	7.9	7.7
Autonomy	8.4	8.4	8.4	8.5	8.5	8.5	8.6	8.6	8.6	8.5	8.5	8.6	8.6	8.5	
Environment	7.7	7.7	7.9	7.8	7.8	7.8	7.8	7.8	7.8	7.8	7.9	7.9	8	8	7.8
Freedom of opinions	7.6	7.7	7.8	7.7	7.8	7.8	7.8	7.8	7.8	7.8	7.9	7.9	7.9	7.9	7.8
Goal setting	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.3	8.3	8.3	8.3	8.3	8.2
Growth	7.2	7.3	7.5	7.5	7.4	7.4	7.4	7.4	7.4	7.4	7.5	7.5	7.5	7.6	7.4
Management support	8.4	8.4	8.4	8.4	8.4	8.4	8.5	8.5	8.5	8.5	8.5	8.5	8.6	8.5	
Meaningful work	7.9	8	8.1	8	8	8	8	8	8	8.1	8.1	8.1	8.1	8.1	8.0
Organisation fit	7.7	7.8	7.8	7.8	7.8	7.8	7.8	7.8	7.8	7.9	7.9	7.9	7.9	7.9	7.8
Peer relationships	8.1	8.2	8.3	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.3	8.3	8.3	8.3	8.2
Recognition	7.6	7.6	7.6	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.8	7.8	7.8	7.8	7.7
Reward	6.6	6.7	7.2	7.1	7	7	7	7	7	7.1	7.1	7.2	7.3	7.0	
Strategy	7.3	7.3	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.5	7.5	7.5	7.5	7.4
Workload	7.1	7.1	7.2	7.2	7.4	7.4	7.4	7.4	7.4	7.4	7.5	7.5	7.6	7.6	7.4
OVERALL	7.7	7.7	7.8	7.8	7.8	7.8	7.8	7.8	7.8	7.8	7.9	7.9	7.9	8.0	7.8

QUESTIONS FROM PREP SESSION

Local government is under significant financial strain – how is NZTA supporting councils to meet their transport needs?

- NZTA understands the key challenges of local government especially the funding and financing of infrastructure. We are working more actively with our local government co-investment partners to drive more integrated planning of local transport solutions.
- An example is in spatial planning, where NZTA is involved in the six established Urban Growth Partnerships between local government, central government and mana whenua which are a means of developing integrated spatial planning. An important aspect of the Urban Growth Partnerships is agreeing a long-term and integrated approach to land use and infrastructure through spatial planning.
- We also have existing delivery models that partner closely with local government: Alliance models such as **Marlborough Roads**, the **Northland Transport Alliance** and the **Supporting Growth Alliance** enable parties to work together in a structured co-operative environment. Alliances are often underpinned by shared resources and joint decision-making.
- Other partnerships include the Te Ringa Maimoa (formerly the Road Efficiency Group) is a collaborative initiative between NZTA, LGNZ and Road Controlling Authorities which aims to address high variability in service and costs across the national road network. Te Ringa Maimoa also exists to support RCAs to understand and deliver on the Government Policy Statement on Land Transport and NZTA strategy.
- While these partnerships help drive efficiency, they do not sufficiently mitigate the shared challenges around funding: Many local government entities are nearing debt limits and are therefore reluctant to take on additional borrowing. The demands on the NLTF are currently far exceeding the available revenue and this is not forecast to ease in the next decade. The funding pressure is particularly problematic for large capital investment that is required to implement long term strategic packages and emergency works funding which requires local share often from places with a low rate payer base.
- NZTA will be working closely with government partners to support the Government's focus on new or enhanced partnership models including city and regional deals and working with the new National Infrastructure Agency on matters such as funding and financing.

What enabled you to complete the SH25A repairs so quickly and why can't other construction projects across the country be streamlined and delivered in a similar timeframe?

- There were a mix of factors that enable us to re-open SH25A quickly.
 - Land acquisition was not needed
 - Resource consents could be obtained retrospectively under the emergency provisions of the Resource Management Act
 - The road was closed and there was no traffic to manage
 - The bridge design was carried out in parallel with construction, was based on the completed design for another NZTA project which meant piling and procurement of materials could get underway ahead of the design being fully validated. Steel plate ordered for the Takitimu North Link Minden bridge was repurposed for SH25A, and key components such as deck panels and side barriers were prefabricated off-site.

- Not all projects or emergency works sites would mirror these factors, especially land acquisition.
- We have other examples of streamlined delivery successes, such as through the Kaikoura rebuild. While funding certainty is always a factor in delivery timeframes, consenting and approvals is a key determinant in how quickly infrastructure can be delivered.
- NZTA is working with government agencies to support opportunities to streamline delivery of infrastructure projects, such as providing feedback to the leading departments on the policy development for the Fast Track Consenting Bill and advising how to best streamline approvals for transport infrastructure projects to ensure certainty of decision and timing.

What is your approach to paying compensation to motorists who damage their vehicles by driving over potholes?

- Compensation claims relating to road condition and vehicle damage to a vehicle are assessed individually, on a case-by-case basis. NZTA and our contractors investigate to see if there are any grounds which may trigger further actions by NZTA or our contractor. NZTA assesses claims relating to state highways, and local authorities assess claims relating to the 94,000km of local council-controlled roads in New Zealand.
- NZTA has a responsibility to take reasonable care to prevent foreseeable incidents on the state highway network. It is not practical or possible to immediately identify and repair every defect on the 11,000km state highway network, even with the current record levels of investment in maintenance work. We prioritise our maintenance activities to the areas of greatest need, and we undertake remedial work once we or our contractors learn of a defect on the road.
- We recommend that drivers should have insurance for their vehicles in the event of any damage that may occur on the road, whether it be a local road or a state highway, and their insurer should be their first point of contact where any damage has occurred.

Noting media reports over recent years on pavement failures on new roads, does this indicate the bitumen market has been adversely affected by the Marsden Point Oil refinery closure?

- NZTA actively monitors the quality of bitumen imported in New Zealand, through compliance with our technical specifications and via relationships with reputable refineries that are recognised for using crude oil feedstock.
- NZTA sets the standard in its technical specifications, including physical characteristics, and it is the responsibility of the importing organisations to meet the specified requirements.
- In 2023, NZTA completed a strategic review of the bitumen supply chain, following cessation of the domestic onshore manufacturing at Marsden Point.
- The review focused on seeking feedback from the industry on local and international market conditions, risks, and opportunities associated with four key outcomes – future security of supply, quality of supply, competitive market and pricing, and fair access.
- Quality of imported product was not identified as a high risk in the review. NZTA has been operating a robust bitumen quality monitoring framework for many years that all importers must comply with to supply bitumen for use on the New Zealand state highway network and our Council partners also require this for their local roading networks. Applications from suppliers (refineries) are made to NZTA and may be granted after the agency is satisfied the published specification has been reached. All bitumen imported must comply

with the NZTA M01 specification requirements on landing in the country, and again demonstrate compliance once it reaches the importer shore terminals and tanks.

- NZTA is not aware of any quality issues with imported products. The switch to the 100 percent import model in 2021 has been smooth.
- Reported issues around pavement failure are context specific, such as water seepage.

What has caused the escalation in traffic management costs?

Note: Point of discussion in the InfraComm annual review, including the InfraComm Board chair saying "I'm sure you will have questions for Waka Kotahi on this"

- Temporary Traffic Management (TTM) is the mechanism to manage traffic where a temporary road layout is required for works on the state highway network.
- While NZTA does not hold cost records specifically for TTM because our current commercial arrangement with our contractors does not require itemisation of these costs, we are aware of the general escalation issues regarding costs.
- The new, New Zealand Guide to Temporary Traffic Management (NZGTTM) was published on 27 April 2023.
- The purpose of the NZGTTM is to enhance the safety of road workers and road users at worksites. The guide provides advice to organisations on how to put risk assessment and planning first before decisions on control types and equipment are made. The new risk-based approach ensures that temporary traffic management (TTM) setups are as safe as possible for the specific risks at each site. NZTA is encouraging organisations to develop a plan for implementing the NZGTTM.
- There is no set date for the implementation of the NZGTTM as it is not legislation, rather it is a guide on how to implement appropriate legislation. This is because the required duties already exist for clients, contractors, and Road Controlling Authorities under existing legislation. However, as a contracting Person Conducting a Business or Undertaking (PCBU), NZTA is implementing the NZGTTM via its contracts as rapidly as possible, while also allowing sufficient time for suppliers and staff to upskill in this new way of working.
- The goal is to help avoid the unnecessary use of road cones and provide more flexibility when considering safety requirements when temporary traffic management is required for events. There is now a large programme underway led by the sector to progress this significant change. Ensuring road works are both safe and efficient is my focus.
- We are moving to a risk-based approach for TTM in line with the requirements of the Health and Safety at Work Act 2015. Roll-out of this new approach is in the early stages. Five contracts are piloting the approach, so both suppliers and NZTA staff can build knowledge and skills around the application of risk management to the field of TTM. Learnings from the pilots will inform the next phases of the roll-out, including training, changes to costs (planning and operational) and safety outcomes.
- With the implementation of the new approach, it is expected that some areas will become more expensive (such as increased use of temporary barriers) while others will be cheaper (such as flexibility to implement a more pragmatic approach). We are considering the commercial arrangements around TTM as part of the implementation, with value for money being a key driver.

How does NZTA account for the apparent widespread failure of roading surfaces around the country?

- There are a number of reasons why the road surface may be deteriorating in various locations around New Zealand. The causes are typically age of the network and need for renewal, water ingress causing sections of pavement to fail and deterioration through increased traffic volumes.
- NZTA undertakes annual assessments of the network condition. Up to 90 percent of New Zealand's state highway network is considered to meet minimum asset condition requirements, providing an acceptable level of service to users. The remaining 10 percent requires catch-up works.
- While 90 percent of the network is performing at an acceptable level, these roads will require resurfacing over 2024 to 2034 and 20 percent of these roads will require rehabilitation (i.e., more than resurfacing) over the 2024 to 2034 period to maintain and sustain an acceptable level of performance.
- To manage this, NZTA need to hold and maintain the better quality roads performing at an acceptable level while we focus on fixing the roads in poorer condition. To do this, NZTA has developed a ten-year programme that will gradually increase the level of rehabilitation (alongside other renewal activity) to achieve an acceptable level of service across the entire state highway network by 2034. This programme is subject to the funding level provided for the State Highway Maintenance Activity Class in the Government Policy Statement on land transport (GPS) over the next three National Land Transport Plans. However, this will need to be consistent with the direction provided in the new GPS that is being developed.
- The current maintenance and renewal programme for 2023-24 is already targeting an increased quantity of rehabilitation alongside additional maintenance and renewal activity required as a result of delays caused in 2022-23 due to Cyclone Gabrielle.

Millions of dollars has been spent on Waitematā Harbour Connections to date and the Minister has stated the Government does not support the current indicative emerging preferred option? What happens now? How long do Aucklanders have to wait for this project to go from planning to construction and how much more money is going to be wasted?

- We have received an initial letter outlining the Minister's views on the project and are awaiting further, formal direction.
- The Board [has/will soon] receive a presentation on the Indicative Business Case and the emerging preferred option, seeking the Board's agreement to a set of next steps, including further engagement with the Minister on the project.
- Our overarching aim for the project continues to be a staged, comprehensive plan for the medium to long-term transport system between the North Shore and city centre.
- The IBC will also be submitted to Cabinet in Q1/Q2 2024 subject to Ministerial direction. The approval sought will also include a funding request, confirmation of the governance model, and procurement details for the Detailed Business Case.
- Assuming there is a decision to proceed, we are still planning for construction to begin by the end of the decade.

Why does there appear to be a disproportionate amount of money invested in projects in the North Island compared to the south discounting all of the weather events that have led to increases in activity in those regions? How has this occurred and what is the impact for

the South Island specifically in those parts that continue to have high tourist numbers such as Queenstown, West Coast etc?

- Over the last few years, a range of capital projects including the Christchurch Southern Motorway Stage 2, Christchurch Northern Corridor and Kaikōura earthquake reconstruction has come to an end. There were no large-scale South Island projects approved and ready to enter the construction phase at the end of 2023.
- There are a number of capital projects for the South Island which pick up on the Government's commitments to the regions and could be developed by NZTA once further direction from the Minister is received.

What is happening with the NZUP programme of work? Please provide an update on these projects and at what phase/stage they are currently in? Has the work stopped given the new Government's review of investment in transport projects and realignment to its pet projects?

- NZUP has 42 transport projects in New Zealand's main growth areas and throughout the regions. These projects provide communities with enhanced travel choice, improve the safety, efficiency and resilience of the transport network, and support growth.
- Since 2020, there has been significant progress across NZUP. Over \$2 billion combined NZTA and KiwiRail funding has been spent, with over half of the programme in delivery, and 12 major projects completed in Northland, Hawke's Bay, the West Coast and Canterbury (including NZUP Regional Package projects). Over 800 people are currently employed throughout New Zealand to design, consent and build NZUP projects, including regional local businesses.
- Recent achievements include starting procurement for the Ōtaki to north of Levin project, completion of the New Park Estate Road Bridge as part of the Papakura to Drury project and further construction milestones for O Mahurangi (Penlink), with a recent iwi-partners led site blessing for Weiti River.
- NZUP has experienced cost pressures reflecting national and global infrastructure challenges. These include cost inflation and volatility, constrained market capacity and supply chain issues. Current cost pressures apply across many NZUP projects, with existing project funding levels either insufficient or at risk of being insufficient.
- NZTA is working with the government on options to address the funding challenges.

What support will NZTA be giving to businesses and local residents impacted by the closure of SH1 at the Brynderwyn Hills? Were these impacts considered by NZTA when deciding to close the route?

- We acknowledge the impact that the closure has on the local community and have engaged with community and stakeholders, including the Northland Inc steering group to understand their concerns. This involvement has helped to determine the timing for the closure as well as providing key insights to help minimise the impact to all road users.
- As a Crown Agency NZTA is unable to provide compensation to businesses as this is managed by central Government. The Government has decided not to provide compensation in this case.
- NZTA and its contractors will work as quickly and safely as possible during the closure in order to minimise the impacts on the community.

CERF – where is this at?

- Change process underway as a result of Government direction. We are working through how we are asked to process the changes, and will continue to work to ensure that we are able to follow the direction of the Government.
- We have been directed to cease VKT reduction work, reduce the scope of the Public Transport Community Connect and stop any further funding of Transport Choices projects beyond existing funding commitments made up to 30 October 2023.
- We are currently preparing to close out CERF funded activity that is no longer required by the Government.

What impact has the Fees and Funding review had – has it achieved the outcomes it was expected to and has it made it more equitable across the country for people applying for different classes of licences?

- The Fees and Funding review affected 176 fees, levies and charges that directly affect most New Zealanders and New Zealand businesses.
- The funding review increased the baseline funding of NZTA to \$273 million per annum.
- A major benefit of the changes is a properly resourced regulator which has greater capability to identify safety issues and enforce standards.
- The elimination of driver licence resit fees is providing a cost-of-living relief for families and increasing access to the licensing system. Around half of learners in the graduated driver licence system do not pass the first time, and resit costs were identified as a major barrier to people successfully moving through the system. The positive impact of this is significant, given that driver licences are a pathway to employment and will significantly reduce the number of unlicensed drivers. We acknowledge the recent increase in wait times for practical testing and NZTA is working with our Driver Licensing Agents to address this.

Does the Fees and Funding review now mean the NZTA regulatory function is fully funded and sustainably funded? You say in your BIM that rail regulation is lacking – how will you improve this?

- A highlight of the Fees and Funding review is that an additional \$7 million per annum is available for additional regulatory improvements projects to improve the effectiveness and efficiency of our regulatory activities. However, this is not enough to support rail regulation.
- NZTA has an expanding role in the rail transport sector as rail regulator. The scale of continued change and investment in rail has considerably increased the risk profile of rail, including increasingly competing demands between freight and rail passenger services.
- The changing risk profile has resulted in increasing demand from the rail sector for stronger regulatory oversight. While there has been some increased investment in the regulatory function to support this, this has not been commensurate to the scale of additional rail investment. Without a commensurate investment, our ability to regulate system integration and address safety risks has been decreasing.
- NZTA is undertaking a review of its rail regulatory function to assess exactly what additional funding is needed to carry out necessary rail regulatory oversight duties fully and effectively. This will support a case for securing sustainable funding for the rail regulation function.

Does NZTA consider that it is fair for PHEV owners to pay both road user charges and the fuel tax from 1 April 2024? What do you think about recent articles of people seeking advice

to remove the plugs from their PHEVs to combat these charges; how will you enforce compliance?

Link to article: <https://www.rnz.co.nz/news/national/508403/hybrid-owners-trying-to-remove-plugs-to-avoid-road-user-charges>

- Everyone who uses New Zealand roads contributes to their upkeep in some way.
- RUC rates are determined by the Ministry of Transport using a cost allocation model. Details around the setting of RUC rates are best addressed by the Ministry, however NZTA notes that PHEVs will pay a reduced RUC rate compared to EV owners (\$53 per 1000km vs. \$76 per 1000km), recognising PHEVs also pay tax in the price of their petrol.
- Vehicle modifications are decisions for individual owners, ensuring they follow relevant laws and guidelines. NZTA is working with the Ministry on amendments to the Road User Charges Act, which will include definitions for plug-in hybrids. NZTA is supportive of moving the way land transport revenue is generated to a Road User Charges model for all vehicles.

Tell the committee what is the status of the bilingual traffic signage? How much money has been spent to date on this initiative?

- The Land Transport Rule: Traffic Control Devices (Kura/School Signs) Amendment 2022 came into force on 5 April 2022. As a result, Kura School signs are now required to be used by councils on local roads and NZTA on state highways when existing signs need to be replaced or new signs are introduced. Around 14,000 English only 'School' signs on the transport network (local roads and state highways), will eventually be replaced by the new 'Kura School' signs. It is an ongoing requirement that RCAs are to use this sign when introducing new signs or replacing existing signs under the permanent changes to the Traffic Control Devices Rule.
- Consultation on a proposed package of 94 additional bilingual signs was undertaken in 2023.
- The programme is currently on hold until there is further direction from the Minister of Transport. No decisions have been made by the Minister on the programme to date.
- To date a total of \$1,165,791 has been spent on the programme. This includes safety design and policy advice, research and expenditure relating to cultural and engagement specialist advisors and translation services.
- A significant amount of work on the programme by Te Pae Whakamāori has been given to NZTA as a koha.

The Government has signalled it wants to fund large infrastructure projects in different ways than have been traditionally funded, such as the continuing use of PPPs. Please update the committee on the current state of the TG PPP? How much additional money has this project cost NZ under the terms of the PPP agreement? What could or should be done differently to avoid this blow out in costs for other projects?

- NZTA is still managing and resolving the formal dispute with the Transmission Gully contractor, and negotiations are ongoing. Details for payments for the PPP are commercially sensitive while these negotiations are taking place, and we are not in a position to provide these to the Committee.
- We are conscious of the costing of the project, and the impacts that the COVID-19 pandemic and overall inflation increases had on the overall project cost. We supported the

Infrastructure Commissions' review into Transmission Gully, and government agencies will take the lessons learnt forward in any direction by the Government to consider funding and financing tools like PPPs.

- NZTA will work closely with the new National Infrastructure Agency when it is established.
- NZTA will ensure that any directive from the Government regarding the funding for large infrastructure projects is adhered to, while also ensuring the best value for money for New Zealanders.

What can NZTA tell the Committee about funding under the current National Land Transport Programme?

- We are continuing to make funding decisions from the National Land Transport Fund for the next phase of activities, but decisions are being made on a case by case basis.
- We are ensuring that activities funded now for beyond the end of the current NLTP period enable us to give effect to the Government's transport investment priorities and that there remains sufficient funding for competing sector demands.
- We expect to release a revised draft of the 2024-27 Investment Prioritisation Method shortly after the release of the draft GPS 2024.

What are the key risks to NZTA's delivery programme and how will NZTA mitigate these with an increasing capital programme, such as the next tranche of the Roads of National Significance?

- NZTA acknowledges several of our performance measures for delivery were not met for 2022-23. This was due to various factors, including the impact of extreme weather events, sector-wide resourcing constraints, consenting timeframes, cost escalation and funding uncertainty.
- While each project will have its own context and associated delivery challenges, the broad challenges above will likely persist into the future.
- NZTA is working with government agencies to support opportunities to address some of the risks. An example is work on the Fast-track Consenting Bill. NZTA is providing feedback to the leading departments on the policy development for this Bill and advising how to best streamline approvals for transport infrastructure projects to ensure certainty of decision and timing.

Please tell the committee exactly how much in the red the NZTA is with regard to funding to enable it to perform and meet Government expectations on delivery of RONS mark II and other key projects it has signalled it wants to continue on with? Which activity classes are most under pressure and where is the shortfall in funds expected to come from?

- Details on the next tranche of the Roads of National Significance Programme are expected to be in the draft Government Policy Statement on land transport (GPS), due to be released in the coming weeks. The GPS will also outline how the government's transport priorities will be funded.
- However, we already know that the NLTF is currently not sufficient to fund the level of investment needed due to the gap between revenue collected and investment. This has resulted in more Crown funding and loans.
- The funding system is strained due to a number of factors including age of the network, impact of heavy vehicles, increasing weather events, meeting emissions reduction targets and greater calls on the fund from the likes of rail and mass transit.

- Under current settings, we expect future cash inflows to the NLTF to be depressed along with the need to service and repay the historically significant level of debt that will be drawn in order to deliver the current NLTP.
- The Ministry of Transport has a broad review of land transport underway, to ensure that the right tools are in place to fund the land transport system that New Zealand needs to thrive and prosper – and to ensure that we have a revenue system that provides certainty and sustainability to meet funding needs. Current work includes progressing a fleet-wide transition to Road User Charges to produce a much fairer charging system, while broader revenue options (including time of use charging, tolling and the use of Public Private Partnerships) will also be explored.

In the Governments 100-day plan there were a number of specific outcomes focussed towards transport – withdrawing from LGWM, repealing the Clean Car Discount scheme, stopping blanket speed reductions to name a few. How have you adapted your programme of work to reflect the new direction set by the Government? How has this effected staff numbers? What has been the indicative cost of making these changes to the organisation?

- NZTA has taken steps to give effect to the policies of the new Government, including those set out under the 100 day plan. Directives have been given to stop work on projects, and the implications of this is now being worked through. Impacts on staff numbers and indicative costs of making these changes are yet to be determined. Staff will be redeployed to other projects where possible.

I refer NZTA to question 64 on the number of permanent staff employed by the Agency. Is NZTA able to explain the increase in employees and what it is doing to mitigate substantial increases? What is NZTA doing to reduce the use of contractors and consultants in the workplace?

- The increase in the head count of approximately 14.6% reflects the additional priorities and funding directed by the previous Government leading to a larger and more complex work programme. We are currently shutting down a number of work programmes as a result of the new Government's direction which will have an impact on staff numbers.
- The voluntary turnover rate has continued to drop to 11.1% at the end of December 2023. NZTA has no concerns with the staff turnover rate.
- The total expenditure on contractors and consultants has increased from \$74.2m in 2021/22 to \$112.0m in 2022/23. This is in part due to the development and move into delivery of significant new programmes and functions including NTS and Safety Cameras, requiring surge specialist skills, the impact of the tight employment market and inflationary pressures which increased both salaries and contractor rates.
- Due to the wider public sector's efficiency and effectiveness programmes, we anticipate changes to the employment environment for some roles. We will look to move away from contractors to fixed term employees where we can as a cost saving measure.
- The PSC has indicated to the public sector to reduce contractor use, and we will be following the targets set by the PSC in regards to this.

The number of communications and engagement staff within NZTA has been a widely discussed topic. Is there anything you want to tell the committee about the C&E staff and whether the number of staff are appropriate for the size of the organisation?

- The communications and public information role is a core part of the function of NZTA as a regulator. The engagement function is a statutory role as part of the consenting process for infrastructure projects.
- We continue to review our resource allocation for projects to ensure we are as efficient as we can be within the requirements of the consenting process.
- NZTA is committed to ensuring the communications headcount is the right size for the organisation, and will continue to review this.

Tell the committee what NZTA is doing to meet the Government's efficiency targets around spending given from the written answers that the organisation has swollen in overall staff numbers and spending? Why has the cost of contractors and consultants risen as well as staff numbers?

- NZTA has established an efficiency and effectiveness programme to identify a set of actions to deliver a sustained lift in efficiency and effectiveness and cashable savings in 2023/24 and 2024/25. This includes contractors and consultants. As part of this work, all recruitment requires Group General Manager signoff.
- The increases in permanent and fixed term employee workforce is in response to an ambitious work programme directed by the previous Government. NZTA is currently shutting down a number of work programmes in response to the new Government's direction and this will directly impact a number of employees and contractors.

GENERAL QUESTIONS

Please tell the committee what your strategy is to keep New Zealanders safe when using the state highways now that the Government has been clear that they don't support the Road to Zero strategy and its corresponding lever of speed reviews? How many speed reviews are continuing and how many have been stopped. Will you go back and review those speed changes where the public was against the change and revert it back to the original speed limit as outlined by the Government?

- Road safety remains a key focus and priority for NZTA.
- The Ministry of Transport has prepared a briefing to seek direction from the Minister of his road safety priorities. Once this has been received, we will understand in more detail the Government's priorities for road safety, and how we will need to respond.
- Following amendments to the Setting of Speed Limits Rule, NZTA has paused work on speed management planning in anticipation of a new rule. Prior to this pause, 19 Road Controlling Authorities had submitted interim speed management plans, and 8 RCAs had submitted full speed management plans. Road Controlling Authorities and Regional Transport Committees have been encouraged to wait for the new Rule before finalising their speed management plans.
- We have seen a significant reduction in deaths and serious injuries on roads that have had their speed limits reduced. State Highway 6 had 57 DSIs in the five years prior to the speed limit reductions, which has reduced to 6 since the changes have been implemented. Approximately 34 crashes were avoided on State Highway 5 in the year following the introduction of speed limit changes alongside reductions in the severity of crashes that did occur. This resulted in estimated total safety benefits valued at approximately \$93 million for the year.

- The role of NZTA as a Crown Entity is to follow the directive of the Government of the day. We will ensure that any directive of the Minister is adhered to, while also continuing to ensure the safety of all people who use the land transport system.

How is NZTA going to meet any kind of target on DSIs on the roads when the Government has committed to increasing speed on certain parts of the state highway where the infrastructure allows it – such as Transmission Gully, Peka Peka to Otaki?

- The rates of deaths and serious injuries on our roads is unacceptably high. Provisional statistics show that there have been 37 deaths on our roads in January 2024, and we acknowledge the impact that these deaths have their communities and loved ones.
- NZTA's recent work on road safety prioritised the contribution that we could make to the previous government's target to reduce DSIs by 40% by 2040. DSIs have reduced by just over 7% since 2018 but this rate of progress is insufficient to meet the 40% target.
- NZTA will continue to invest in safety improvements to reduce DSIs across the network. Roads such as Transmission Gully and Peka Peka to Ōtaki were built to 110km/h standards and appropriate safety interventions including rumble strips, centre barriers and shoulder widening are in place on these roads.

Why if the Minister of Transport did not 'direct' you to change your name from Waka Kotahi to NZTA was there a decision made to do so? What was the organisation asked to do and what have you done? What has been the cost? How is your engagement with iwi likely to change given this directive?

- With the recent change of Government we are taking appropriate steps to give effect to the policy that public service organisations should have their name primarily in English. We have received a verbal request from the Minister to use English first in the organisations name. We have taken initial steps to give effect to this request while we await the all-of-government guidance to fully understand the extent of the requirements.
- We are taking a staged approach to this and have designed an updated logo in house for no cost. The updated logo will be used for anything new or when existing signage and branding needs updating or replacing.
- We have extensive relationships with iwi and communities across the country and undertake significant iwi engagement, representing our commitment to strengthening these relationships. NZTA will continue to use and embrace te reo Māori, alongside continuing to support Te Ara Kotahi, our Māori language strategy while following Government policy.

In the BIM you have mentioned that there are opportunities to accelerate digital platforms that not only save money but ensure a better level of service for your customers? Please talk us through these projects, the timing of delivery, cost and what are the benefits identified and based on?

- In line with the Government's strategy for a Digital Public Service, there is significant opportunity for NZTA to digitise many of our services and interactions with the public.
- NZTA app – from March 2024 customers will be able to use this app to interact with NZTA. The initial release will feature driver license details and vehicle data, with additional releases over 2024 including RUC and rego payments, and in-app messaging. Over time, the driver licence data will evolve to a Mobile Driver License. Legislative change is required for this. The estimated cost is \$21m over 5 years with payback over that period.

- NTS – a convenient, reliable and cost-effective solution aimed at providing more ways for customers to pay for public transport. The total cost funded through the NLTF is \$1.3 billion over 14 years.
- Mobile driver licence. The mobile driver licence (mDL) will be a digital form of a driver licence available on a smartphone, built to international standards so it can be verified locally and overseas. Progressing an mDL will enable New Zealand to keep up with international offerings and meet known public expectations, while driving use and engagement with our digital tools. An mDL will allow driver licence details to be updated in real-time, such as adding classes and endorsements and lifting conditions.
- Digital Asset Management. Digital asset management lets us derive the most value from our transport assets by making data-based decisions for design, maintenance, and improvements over the asset lifecycle. This supports Treasury guidance regarding asset management and its performance.

I refer you to question 33 on data breaches – this rose from 19 in 21/22 to 177 in 2022/23? Please explain why there has been a significant increase in numbers and what you are doing to safeguard the systems?

- Security of data and systems is incredibly important. NZTA is responsible for one of the largest data collections in the public sector. NZTA manages a number of critical registers and digital systems for the country including the driver licencing and vehicle registration systems, which also act as critical personal identity systems.
- The increase of data security issues identified in 2022/23 is due to improvements in our security capability and readiness, as well as improvements in the detection and monitoring capabilities of people travelling overseas. We have an inhouse Security Operations team to respond to and manage cyber security incidents supported by an external provider as required, and will continue to invest in this core function.
- It is important to note that there were no data breaches affecting the confidentiality, integrity and/or availability of our information which has an impact more than minor.

How much will emissions from the transport sector increase following the cancellation of programmes like Transport Choices, the Clean Car Discount, VKT reduction planning, Auckland Light Rail and likely roading-heavy changes to the GPS 2024?

- The Ministry of Transport is responsible for the development of the Government Policy Statement on land transport, and other transport-sector strategies such as the Emissions Reduction Plan.
- NZTA will be supporting the Ministry as they respond to government priorities on climate and emissions-related strategies.

What is the view of NZTA on the ending of the Auckland Regional Fuel Tax? What are the implications of this?

- The ending of the Auckland Regional Fuel Tax was outlined as a commitment in the Government's 100-day plan. Legislation will be required to implement the removal of the fuel tax. NZTA is continuing to work with the Ministry of Transport to determine details. Including our role in continuing to administer and audit rebate claims after the scheme is repealed.
- NZTA will continue to deliver on the priorities of the Government, and supporting the Ministry as they respond to government priorities.

Māori development – what has paused and what is progressing internally?

- Nothing is paused, Māori strategy and programme are focused on delivering next steps within the strategy.
Working with iwi leaders forum to work out approach for strategic engagement with Māori under the NLTP and will continue to do so
- Commitment to working with Māori and developing this is a critical part of our work, we haven't been asked to stop or change any of this work.
- Level of satisfaction by Māori for our partnerships with them has increased from 45% to 49%.
- We continue to train and develop our people to improve cultural competency.

NZTA is a significant procurement of services. How are you ensuring efficiency and effectiveness in your procurement functions and how will this deliver value for money?

- Refer to slides

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RECENT WRITTEN PARLIAMENTARY QUESTIONS

Recent and noteworthy questions from the Committee members is provided in the table below:

Number	Member	Question	Reply
27933 (2023)	McAnulty, Kieran	Does the Minister intend to work to replace fuel excise taxes with electronic road user charging for all vehicles, starting with electric vehicles, as outlined in the coalition agreement between National and ACT, if so, when will this be implemented?	I intend to support further work regarding the broader use of Road User Charges, instead of fuel excise duty. The first step towards this is making sure Electric Vehicles are successfully integrated into the existing RUC system.
27964 (2023)	Utikere, Tangi	How many consultants and contractors are working for Waka Kotahi during the week of 27 November 2023?	As of 1 December 2023, NZ Transport Agency (NZTA) employed 379 contractors.
27958 (2023)	Utikere, Tangi	When does the Minister intend to introduce legislation to remove the Auckland regional fuel tax?	I intend to introduce legislation within the first 100 days of being in office that will remove the Auckland Regional Fuel Tax.
29821 (2023)	Utikere, Tangi	What actions has the Minister taken, if any, to repeal the Clean Car Discount by 31 December 2023?	I introduced the Land Transport (Clean Vehicle Discount Scheme Repeal) Amendment Bill which has since passed its third reading. I am pleased to say that the Ute Tax will be axed at 11:59pm on 31 December.
29756 (2023)	Utikere, Tangi	What actions, if any, does the Minister intend to take to progress the "Warkworth to Wellsford Expressway" as outlined in the National Party's 'Transport For the Future' document?	I am not responsible for a political party's manifesto. I intend to progress the priorities outlined in the Speech from the Throne and the coalition agreements that are relevant to my portfolio.
27791 (2023)	Utikere, Tangi	Does the Minister agree with then Opposition Transport Spokesperson Simeon Brown when he said in the NZ Herald that he favours "a [rail] spur from Puhinui to the airport" and if so, what advice reports, briefings, aide memories, or any other documents has the Minister, or any member of their Office received or commissioned on such a spur?	I do agree with Simeon Brown on a lot of things. Right now I am focussed on delivering the commitments set out in our 100-day plan.

30994 (2023)	Utikere, Tangi	Has his engagement with officials included any instruction to reduce consultant and contractor expenditure and to report on current spending within 100 days; if so, specifically to which officials was this instruction issued and on what date?	I am working with officials on a baseline savings exercise as part of the Budget 2024 process.
30761 (2023)	Genter, Hon Julie Anne	What advice has he received, if any, on the impact repealing the Clean Car Discount will have on the ability of Transport to meet its second emissions budget?	I was advised that transport remains on track to meet its sub-sector target for the second emissions budget.
30430 (2023)	Genter, Hon Julie Anne	What is the risk of death and serious injury of a pedestrian when struck by a motor vehicle travelling at each speed: 30kph, 40kph, 50kph, 60kph, 70kph? Please display this as a graph as well.	<p>Rather than nominating a single graph, the statistics below are provided to indicate the increase in severity and risk of death at impact speeds above 30km/h.</p> <p>Research shows that:</p> <ul style="list-style-type: none"> - A meta-analysis of 20 studies assessing the risk of fatality for pedestrians reported that for every 1km/h above 30km/h that speed increases, the chance if pedestrian death increases by 11%. - If impact speed increases from 30 to 40km/h the risk of fatal injury to a pedestrian is about doubled and from 30 to 50km/h the risk is almost five times higher <p>While I have instructed transport officials to commence work on changes to the Land Transport Rule: Setting of Speed Limits to stop blanket speed limit reductions, I have asked them to ensure changes to limits are measured, reasonable, evidence-informed, and developed in genuine consultation with communities.</p> <p>It is important that economic factors, including travel times, and community views are taken into account by road controlling authorities in setting speed limits.</p>
30365 (2023)	Genter, Hon Julie Anne	Has he given a letter of expectation to the Waka Kotahi New Zealand Transport Agency Chair, and if so, what direction, if any, did it give on mode shift	On 11 December 2023, I wrote to the Acting Chair of NZ Transport Agency. This letter set out my initial expectations and priorities for the NZTA Board. The letter gave no directions with respect to mode shift.

		from private vehicles to public transport?	
29979 (2023)	Utikere, Tangi	Does the Minister agree with National Party MP Simeon Brown when he said on RNZ “NZTA – we’ve been incredibly critical of the fact that they’ve tripled the number of communications officers” and if so, how much has the communications headcount for Waka Kotahi/NZTA reduced during the week of 27 November 2023?	Yes, I do agree. There was no change during the week of 27 November.
29922 (2023)	Utikere, Tangi	What correspondence, including letters, emails, text messages, whatsapp, signal or any other form of electronic communication, if any, has the Minister or any member of their Office received since he became Minister, regarding the appointment, non-appointment, or resignation of persons to or from the Waka Kotahi New Zealand Transport Agency Board, by subject and date?	My Office has received two emails from former members of the NZTA Board advising of the members’ formal resignations.
540 (2024)	Genter, Hon Julie Anne	How many roads, if any, have had to be closed over the course of this summer due to deterioration from heat?	I am advised that NZ Transport Agency (NZTA) does not record whether a road closure was the result of ‘deterioration from heat’. Providing this information would be a significant undertaking, requiring officials to review records from all road closures to determine if heat was a factor.
541 (2024)	Genter, Hon Julie Anne	How many roads, if any, have had to be repaired this summer due to deterioration from heat?	I am advised that there have been 13 individual repairs this summer due to bleeding roads.
956 (2024)	Utikere, Tangi	Does he agree with Waka Kotahi that it is widely acknowledged that a large part of added road capacity is often quickly absorbed by ‘induced’ demand, if not, why not?	<i>[Response underway]</i>
960 (2024)	Utikere, Tangi	Does the Minister stand by his statement in regards to the SH1/SH29 intersection upgrade “The roundabout has been designed to connect into a new Road of National Significance between Cambridge and	<i>[Response underway]</i>

		Piarere”; if so, when was this design choice made and by whom?	
968 (2024)	Utikere, Tangi	Has Waka Kotahi been asked to provide advice on a reduction in funding to the Waka Kotahi Regulatory Functions Budget appropriation; if so, by how much and what did they advise?	<i>[Response underway]</i>
969 (2024)	Utikere, Tangi	Has Waka Kotahi been asked to provide advice on a reduction in funding to the Public Transport Bus Decarbonisation Budget appropriation; if so, by how much and what did they advise?	<i>[Response underway]</i>
970 (2024)	Utikere, Tangi	Has Waka Kotahi been asked to provide advice on a reduction in funding to the Eastern Busway; if so, by how much and what did they advise?	<i>[Response underway]</i>
971 (2024)	Utikere, Tangi	Has Waka Kotahi been asked to provide advice on a reduction in funding to the Retaining and Recruiting Bus Drivers Budget appropriation; if so, by how much and what did they advise?	<i>[Response underway]</i>
972 (2024)	Utikere, Tangi	Has Waka Kotahi been asked to provide advice on a reduction in funding to the SuperGold Card Enhanced Public Transport Concessions Scheme; if so, by how much and what did they advise?	<i>[Response underway]</i>
1088 (2024)	Genter, Hon Julie Anne	How many roads, if any, have had to be repaired over summers across the last ten years due to deterioration from heat?	<i>[Response underway]</i>

RECENT ORAL PARLIAMENTARY QUESTIONS

13 December 2023

Hon JULIE ANNE GENTER (Green – Rongotai) to the **Minister of Transport**: What communication, if any, has he had with the Ministry of Transport and Waka Kotahi NZ Transport Agency regarding the role transport will play in reducing climate emissions?

Hon SIMEON BROWN (Minister of Transport): The Minister of Transport and the New Zealand Transport Agency's briefings to the incoming Minister covered key transport issues, including the role transport can play in the reduction of emissions.

Hon Julie Anne Genter: Has he instructed the leadership of Waka Kotahi and the Ministry of Transport that transport will have little to no role in emissions reduction this term?

Hon SIMEON BROWN: I have written to the New Zealand Transport Agency to ask them to stop work on the prior Government's vehicle kilometres travelled reduction work programme, which was simply writing reports rather than actually delivering infrastructure. Our approach will be actually delivering infrastructure, while the last Government was all about writing reports.

Hon Julie Anne Genter: Point of order. I appreciate the answer. I did ask a very specific question about whether he had spoken to the leadership of the transport agency and the Ministry of Transport and said that transport will have little to no role in emissions reduction.

SPEAKER: Well, it's a bit novel to appreciate the answer and then criticise it, but the Hon Simeon Brown may like to repeat what he has already said.

Hon SIMEON BROWN: Yeah, as I said in my answer, I have written to the chair of the New Zealand Transport Agency in relation to the work around vehicle kilometres travelled, which was funded from the Climate Emergency Response Fund, and as I mentioned earlier –

SPEAKER: Good, that's it – that clarifies that.

Hon Julie Anne Genter: Is he committed to achieving the transport emissions reductions targets, and, if so, how does he intend to achieve them?

Hon SIMEON BROWN: Yes, and I have received advice that transport is expected to achieve the first emissions budget period, 2022 to 2025.

Hon Julie Anne Genter: Does he accept the advice from the Climate Change Commission on transport emissions that the need for decisive Government action is immediate, and, if not, why not?

Hon SIMEON BROWN: I've asked for advice in relation to the climate report which was released yesterday, but I would say that our Government's approach will be actually on building infrastructure rather than wasting hundred of millions of dollars on endless reports, business cases, and actually not delivering anything, which was the past Government's approach.

Hon Julie Anne Genter: Does he accept –

Hon Dr Duncan Webb: Point of order. Mr Speaker, the Minister referred to the briefing to the incoming Minister in his response to the primary question. It's understood that in that case, he will be required to table the document. Will the Minister be tabling that document?

Hon Chris Bishop: Speaking to the point of order. Well, that would be true if the Minister was quoting from it, which he wasn't.

SPEAKER: I think that is the rule. So, the Hon Julie Anne Genter, you've got another question.

Hon Julie Anne Genter: Does he accept the advice from the Climate Change Commission released yesterday, in relation to low-emissions and zero-emissions vehicles, that "Supports to address the upfront cost barrier are especially important.", and, if so, will he implement a price incentive for zero-emissions vehicles to replace the Clean Car Discount?

Hon SIMEON BROWN: No, we're not going to continue to waste hundreds of millions of dollars of taxpayers' money to subsidise wealthy New Zealanders to be able to buy electric vehicles they can already purchase. Instead, we will invest in supercharging the electric vehicle charging network, which is a priority under this Government.

12 December 2023

TOM RUTHERFORD (National – Bay of Plenty) to the **Minister of Transport:** What announcements has he made on setting of speed limits in New Zealand?

Hon SIMEON BROWN (Minister of Transport): Today I announced that the coalition Government is amending speed limit rules as part of our commitment to stop blanket speed limit reductions across the country. Kiwis have been faced with blanket speed limit reductions due to previous Government's speed limits rule, which fails to prioritise the economic impacts of slowing New Zealanders down and the views of road users and local communities alongside safety. Changes that I have announced today will remove deadlines for speed management plans and allow road-controlling authorities to stop blanket speed limit reductions on our roads while we write a new rule.

Tom Rutherford: Why have these changes been made?

Hon SIMEON BROWN: These changes have been made to remove mandatory requirements set by the previous Government for road-controlling authorities to implement blanket speed limit reductions across the country. This coalition Government wants to see a transport system that boosts productivity and economic growth and allows New Zealanders to get where they want to go quickly and safely. Given our coalition Government has begun work on a new rule, I wanted to ensure road-controlling authorities avoid wasting public money – something the Opposition doesn't care about – on finalising speed management plans only to have to revisit these plans under a new rule.

Tom Rutherford: What are the next steps for ending blanket speed limit reductions?

Hon SIMEON BROWN: Very good question. The next step is to write a new rule that takes into consideration a wide range of factors including economic impacts, including travel times, and the views of road users and local communities alongside safety when setting speed limits. The National-ACT coalition agreement is committed to reversing blanket speed limit reductions where it is safe to do so, and this will come as welcome news to Kiwis around the country who have been faced with unnecessary blanket speed limit reductions under the previous Government.

SPEAKER: Just a minute. Just to remind members that when questions are being asked the question is given the courtesy of a quiet House. Tom Rutherford.

Tom Rutherford: Thank you, Mr Speaker. What requirements will the Minister set for speed limits outside of schools?

Hon SIMEON BROWN: This new rule that I will develop next year will require road-controlling authorities to implement variable speed limits on roads approaching schools during pick up and drop-off times. This differs to the previous Government's rule which resulted in blanket speed limit reductions to 30 kilometres per hour on many urban roads. Our coalition Government's new rule will keep young New Zealanders safe while allowing Kiwis to get where they want to go to quickly and safely.

1 February 2024

Hon JULIE ANNE GENTER (Green – Rongotai) to the Minister of Transport: Does he consider the proposed road user charges for electric vehicles and plug-in hybrids fair, compared with road user charges and fuel excise duty for similarly sized vehicles; if so, why?

Hon SIMEON BROWN (Minister of Transport): Yes. The Government has announced that electric vehicles and plug-in hybrids will contribute towards the maintenance of our roads, as other vehicles do. The changes proposed for electric vehicles will ensure that they pay the same amount as a road user charge as those other light vehicles which pay a road user charge. There are variances throughout the system, and that is why the coalition agreement with ACT commits this Government to progress a fleet-wide transition to road user charges that will result in a much fairer charging system based on how much people travel the roads and the weight of their vehicle.

Hon Julie Anne Genter: How is it fair that the average electric vehicle or plug-in hybrid owner would pay more than double the tax of a similarly sized petrol vehicle for a return trip from Wellington to Auckland?

Hon SIMEON BROWN: There are variances throughout the system, as I acknowledged. That is why the coalition Government has agreed to progress a fleet-wide transition to road user charges that will result in a much fairer charging system. This was an issue that was not addressed under the last Government, and this is the first step towards ensuring that all vehicles who use the road pay towards contributing towards maintaining it.

Hon Julie Anne Genter: Therefore, I can confirm that the Minister acknowledges that an electric vehicle or plug-in hybrid, as shown here, would pay more than twice as much in road tax under his proposal on a trip from Wellington to Auckland?

Hon SIMEON BROWN: There's a range of variables around how much based on the fuel usage. The problem with the current system is that it charges people based on how many litres of fuel they put into their car rather than how much they use the road. We want to move to a system which charges based on how many kilometres and the weight of that vehicle, rather than what type of fuel motors that vehicle. That is the reform that we are progressing.

Hon Julie Anne Genter: So his Government is happy to financially disincentivise electric vehicles and plug-in hybrid electric vehicles relative to polluting fossil fuel vehicles in the interim while we wait for his alternative road user charges proposal?

Hon SIMEON BROWN: No. This Government has confirmed that the exemption, which would run out on 1 April this year—which was actually, by the way, put in place by the last National Government to help incentivise electric vehicle uptake—will end now that 2 percent of the fleet is electric. What we're saying is all users of our road should pay and contribute towards maintaining it.

Hon Julie Anne Genter: Is he concerned about the combined disincentive effect of charging electric vehicles more tax, given the Ministry of Transport's advice that scrapping the Clean Car Discount means transport may fail to meet its third emissions budget?

Hon SIMEON BROWN: No. The issue that the member continues to raise is she's just simply looking at how much tax is paid based on the number of litres or the type of fuel used. We want to move it to being a distance and weight charge, and that member's graph that she continues to raise doesn't take into account the full running costs of those vehicles. As everyone knows, electric vehicles are far cheaper to use and drive, as many members of this House know, but that graph that she uses misinforms the House.

Ricardo Menéndez March: Point of order. The Minister just made a comment regarding my colleague misinforming the House, effectively accusing her of lying.

SPEAKER: No, he said—[*Interruption*] Firstly, if a point of order is being taken, the House is silent and listens to it. What he said is that the graphic misinformed the House—quite a different matter.

Hon Julie Anne Genter: Is the Minister aware that the running charges for efficient petrol vehicles would also be lower, therefore their contribution to tax is lower than less efficient vehicles, and, therefore, what is the logical connection between cars having lower running costs and contributing less to the roads on a per-kilometre basis?

Hon SIMEON BROWN: Well, I really enjoyed the co-leadership bid from the member opposite, and if she would like to table a copy of that document, I'd be very happy to have a read.

Hon Julie Anne Genter: Point of order. It would be great if the Minister would attempt to address the question.

SPEAKER: It would also be great if questions were asked. With all due respect, if you have a look at your *Hansard*, several of your questions have started as a statement. So I think the interchange here has been one-on-one. You can feel free to ask your question again.

Hon Julie Anne Genter: Is the Minister aware that vehicles that run on petrol that have lower running costs would also contribute less to the roads on a per-kilometre basis, and, therefore, on what basis is he saying that electric vehicles have lower running costs and therefore should pay more to run on the roads, when that's not the case for petrol vehicles?

Hon SIMEON BROWN: As I've said to the House a number of times, there are variances throughout the system and that is why we have started work to move all vehicles to the road-user charges system so people pay based on distance travelled and vehicle weight rather than the type of fuel that is used. We think that is a far fairer way to charge, and that is where we are heading.

Ricardo Menéndez March: Point of order—yeah, just at the earliest opportunity that I was able to bring it up, but my understanding with Speaker's ruling 205/5(1) is that "Ministers should not

commence an answer to a question with a political attack on the person asking the question.", and there were incidents where that was the case. So I'm just asking the Speaker to just reflect on the fact that we've got Ministers starting those answers with political attacks, not addressing the question.

SPEAKER: I didn't pick it up that way; if that's the way the member's party has seen it, I'll take a look at that and come back to you.

13 February 2024

TANGI UTIKERE (Labour—Palmerston North) to the **Minister of Transport:** How does he expect Auckland Council to meet the \$1.2 billion funding hole over the next four years to meet the costs of transport projects that the regional fuel tax was to fund as priority projects for Auckland.

Hon SIMEON BROWN (Minister of Transport): I disagree with the member's assertion. Removing the Auckland regional fuel tax will save Aucklanders at the pump \$150 million per year, or \$600 million over the next four years, not the \$1.2 billion mentioned. Around \$341 million of regional fuel tax revenue remains unspent, and the Government will ring-fence these funds to deliver the priority projects such as the Eastern Busway, City Rail Link trains, and local roads. If Auckland Council wants to continue to fund cycle lanes, red-light cameras, \$500,000-speed bumps and blanket speed limit reductions they are welcome to put that proposal forward to Aucklanders.

Tangi Utikere: What percentage of the Auckland regional fuel tax revenue gathered to date has been used to fund projects such as cycle lanes, red-light cameras, and pedestrian crossings in Auckland?

Hon SIMEON BROWN: Well, of the, I think, \$700 million that has been raised to date, around \$340 million—almost half of it—remains unspent, so that's a fail on the former Government. The second point is around over \$100 million was spent on safety improvement projects, which was basically speed bumps, and then a whole lot of other bus lanes and cycle lanes received funding as well. What we want to focus that money on is—the remaining funding—is on the priority projects and not wasting it on low-value priorities.

Tangi Utikere: Point of order. That was a very specific question that followed the member's response to the primary. It was the Minister who cited some of the very items that I asked him in my first supplementary. It was a percentage—

SPEAKER: OK, ask him again; just move on.

TANGI UTIKERE: Thank you, sir. What percentage of the Auckland regional fuel tax revenue gathered to date has been used to fund projects such as cycle lanes, red-light cameras, and pedestrian crossings in Auckland?

Hon SIMEON BROWN: Well, if you look at the amount which is allocated to various elements, over \$100 million is allocated to those particular initiatives but \$300 million is unspent, and I would encourage the member to put the formal percentage question to Auckland Council to get the finer detail.

Hon James Shaw: Point of order, just to reiterate the point made by Tangi Utikere. He did ask specifically about the money that has been spent, and that was specific. The Minister did not

address the question of what has been spent. He gave an answer about what had been allocated and unspent, and that's a different question.

SPEAKER: Well, I think if you have a look at the *Hansard* record you'll find he started by saying, on the points that were raised in the question, around \$100 million, and I think that's a reasonable answer.

Tangi Utikere: What commitment, if any, has the Minister given to Auckland Council about his Government's commitment to Auckland's transport infrastructure, and what additional funding has he agreed to look into?

Hon SIMEON BROWN: Well, thank you for the question. We are currently working through our Government policy statement on transport, which will include investment in our roads of national significance, which includes projects within Auckland. That Government talked a huge game when it came to Auckland and transport. Remember Auckland light rail? \$228 million for consultants; no delivery. We're going to be a Government that delivers, not just talks.

Tangi Utikere: Point of order. Apologies, Mr Speaker, but, again, this is a very specific question to the Minister about commitments that he has given to Auckland Council. Now, his rhetoric might be fine for himself, but he has decided not to specifically address the question.

SPEAKER: Well, I think he addressed it by saying the Government is currently working through the national transport plan.

Tangi Utikere: What does the Minister say in response to Auckland Mayor, Wayne Brown's, view: "this is a problem that can't be solved just by making cuts. Every Aucklander agrees that our transport system is a mess and it's going to cost a lot of money to fix. That money must come from somewhere. Unfortunately, the Government has just made it a lot harder for us,"?

Hon SIMEON BROWN: Well, I say to the member, we are not going to be a Government which taxes Aucklanders to fund \$500,000 speed bumps—that is not our priority. We want to invest in the infrastructure which actually makes a difference, and that means ring-fencing the remaining funds to the Eastern Busway, the City Rail Link, local roading projects, and we'll have a range of funding and financing tools which help ensure we have the tools to deliver infrastructure across New Zealand for New Zealanders.

Hon Nicola Willis: How much would an Aucklander driving, for example, a Toyota Hilux or a Toyota Corolla save every time they fill up at the pump thanks to this Government's focus on removing the regional fuel tax and helping address the cost of living?

Hon SIMEON BROWN: Well, that's a very good question, and this is all about the cost of living for Aucklanders. If someone's driving a Hilux they'll save around \$9 every time they fill up their car; someone who's driving a Corolla around \$5. That's money that won't be funding \$500,000 speed bumps in Auckland.

Tangi Utikere: Is it in fact the case that his attempt to give relief at the pump on the one hand and his desire to take critical transport projects away with the other is because he has hit his own speed bump and wobbles, and, instead, he is quite content on committing Auckland to more gridlock as a result of the Government's inability to fund our largest city's proposed transport projects?

Hon SIMEON BROWN: Well, the gridlock in Auckland was caused by that Government who spent six years saying they're going to deliver Auckland light rail—\$228 million and nothing to deliver. The City Rail Link started by National will be completed by National. We electrified the Auckland rail network; we completed the motorway network. That Government did nothing for Auckland over six years.

SPEAKER: Before I call the supplementary, at the start of the last question there was talk on both sides of the House so it would have been difficult to single out anyone. Just saying, again, if people are asking a question they get to ask it in silence. The Hon—oh, the Hon Damien O'Connor.

Hon Damien O'Connor: That's all right—I'm just a new member, Mr Speaker!

SPEAKER: Just for clarity: I've know him since 19—whatever.

Hon Damien O'Connor: The 1980s. We can't go back that far, Mr Speaker!

SPEAKER: No, it was actually 1972; anyway, carry on.

Hon Damien O'Connor: Can the Minister tell us the average price of a litre of 91 fuel in Auckland today and how that compares to the \$2.95 that people are paying in Westport?

Hon SIMEON BROWN: Well, when I drove past the local Z on the way to the airport on Monday, it was around \$2.88, \$2.90 a litre for a 91.

14 February 2024

TANGI UTIKERE (Labour—Palmerston North) to the Minister of Transport: Does he stand by all his statements and actions?

Hon SIMEON BROWN (Minister of Transport): Yes, particularly when I said that this Government will not tax Aucklanders an additional 11.5c per litre on fuel to fund more cycle lanes, red light cameras, speed humps, and lowering speed limits across the city.

Tangi Utikere: Why does he still stand by that Government decision to axe the regional fuel tax, a decision that has required Auckland Mayor Wayne Brown to stop work on multiple projects that are funded by that tax?

Hon SIMEON BROWN: Well, that's a very excellent question, and it's because on this side of the House, we're not going to tax Aucklanders an extra 11.5c per litre to fund wasteful projects like \$500,000 speed bumps, lowering speed limits across the city, red light cameras, and cycle lanes. We're actually going to make sure we get the infrastructure delivered that New Zealanders and Aucklanders need.

Hon Julie Anne Genter: Point of order. The Minister referenced a \$500,000 speed bump, and I would invite the Minister to table any evidence of any speed bump anywhere in the country costing anywhere near \$500,000.

Hon Simeon Brown: Speaking to the point of order. I may have misspoken; it was a \$490,000 speed bump, which had \$172,000 of traffic management to construct. I'm happy to table the *New Zealand Herald* article. *[Interruption]*

SPEAKER: OK. We'll all calm down and listen to the question from Tangi Utikere.

Tangi Utikere: Thank you, Mr Speaker. Who was correct: Simeon Brown, when he said, "The reality is projects can still be funded by Auckland Council and Auckland Transport; they just won't be receiving a regional fuel tax in order to fund", or Wayne Brown, when he said, "The government's announcement therefore creates significant funding uncertainty for a large portion of Auckland Transport's capital programme"?

Hon SIMEON BROWN: Well, this Government will be ensuring that the remaining regional fuel tax revenues—over \$300 million, which is two years' worth of collection of Aucklanders—will go into delivering the priority projects such as the Eastern Busway, City Rail Link electric trains, and local roading projects. But what we won't be spending money on and won't be taxing Aucklanders more for is wasteful projects which aren't priorities of this Government.

Tangi Utikere: How is threatening to legislate any time a mayor makes a decision that the Minister disagrees with in line with allowing councils to make their own decisions in the best interests of their ratepayers?

Hon SIMEON BROWN: Well, I completely reject the premise around threatening. We've sat down and we've discussed the priority projects. The legislation we are putting to this Parliament will ensure that the remaining revenues—over two years' worth of tax revenue taken from Auckland motorists—go towards those priority projects.

Tangi Utikere: What does he say to National MP Simeon Brown, who said that the Eastern Busway was the first thing he thinks of in the morning, the last thing at night, and is in his thoughts probably 100 times a day in between, or to National MP Erica Stanford, who led a petition to secure funding for the Glenvar Road - East Coast Road realignment project, now that the full completion of those projects have been

Hon SIMEON BROWN: Well, what I'd say to those members is that those projects will be prioritised for the remaining funds—that the revenues which have not been spent but have been collected from Auckland taxpayers will be prioritised to those projects. But I'd also say to the member Simeon Brown that I wish the Eastern Busway a happy Valentine's Day.

Helen White: How can the Minister justify creating a \$1.2 billion shortfall in the plan to decongest Auckland over the next four years, when congestion will cost us about \$5 billion in productivity in the same period?

Hon SIMEON BROWN: Well, as I said to the House yesterday, it was the last Government which caused the congestion in Auckland—\$228 million on consultancy reports for light rail, and didn't even deliver a business case. The six wasted years in Auckland, failing to deliver the infrastructure that we needed.

Rt Hon Winston Peters: Could I ask the Minister, as to the so-called \$1.2 billion shortfall, how does it compare with the \$29 billion that was going to be assigned to light rail in Auckland?

Hon SIMEON BROWN: Well, that last Government spent hundreds of millions on consultancy reports and business cases but failed to actually deliver and had no plan to deliver their phantom ghost train down Dominion Road.

SPEAKER: Yeah. That's enough.

Hon Kieran McAnulty: Point of order.

SPEAKER: Yeah, I know what your point of order is. The question was, though, for a comparison, and you've got it.

Hon Kieran McAnulty: Point of order, Mr Speaker. The fact here is that you have made a ruling, a clarification to the House, at the start of question time today, and pulling up members at the end of their answer, when your ruling was talking about the start of their answer, I don't think is following what you told us at the start.

SPEAKER: Well, thank you. I'll try and follow my own advice from here on.
sent to the scrap heap?

20 February 2024

TANGI UTIKERE (Labour—Palmerston North) to the Minister of Transport: Does he stand by all his statements and actions?

Hon SIMEON BROWN (Minister of Transport): Yes, including my statement that Auckland light rail was an irresponsible project that would have cost taxpayers up to \$29.2 billion, and which the last Government failed to deliver a single metre of track on, despite spending \$228 million on this project. We've already scrapped this wasteful project, which is starting to address the last Government's \$200 billion funding gap in the transport budget.

Tangi Utikere: How does he reconcile his statement that he will not tax Aucklanders an additional 11.5c per litre on fuel to fund "more cycle lanes, redlight cameras, speed [bumps,] and lowering speed limits across the city" when Auckland Council information shows that of the total funding available for regional fuel tax projects, safety and active transport initiatives represented just 16 percent of the regional fuel tax project spending?

Hon SIMEON BROWN: Well, it's great to be talking about the regional fuel tax again in Parliament and how we're going to lower the cost of living for Aucklanders, and I'd make the point to the member that there are a range of categories which we will not be funding, which include bus priority improvements, bus infrastructure, the cycling and the speed bump category—which comes under road safety—and active transport, but we will be making sure that the remaining funding goes towards the projects which the mayor and I have discussed, which includes the Eastern Busway, the City Rail Link, and local roading improvements.

Tangi Utikere: Hmm. Why does the Minister consider it appropriate to rush through a bill under urgency to cancel the very revenue stream for a number of projects that Aucklanders are relying on—projects that Auckland Council have determined will meet the pressing needs that Auckland faces now and into the future—without any commitment to any additional new funding?

Hon SIMEON BROWN: Well, this might sound really, really radical, but we went to the election with a campaign promise, Aucklanders overwhelmingly voted for the coalition Government, and we're delivering it.

Tangi Utikere: Why won't the Minister give any certainty around what additional Government funding he will give to meet the clear shortfall that he has now left to Auckland Council to deliver on the very projects that they need?

Hon SIMEON BROWN: Well, we've said the other projects are not priorities for this Government, but we will ensure the remaining funding—over two years' worth of regional fuel tax money taxed from Aucklanders, sitting in a bank account—will go towards delivering and completing the Eastern Busway, the City Rail Link trains and stabling, and local roading upgrades.

Shanan Halbert: Does the Minister accept that Aucklanders' saving 11.5c per litre means very little to them if they then face significant thousands of dollars in rates increases to fund investment in vital transport and water infrastructure projects, or is he quite happy to continue to pull the rug out from under Mayor Wayne Brown?

Hon SIMEON BROWN: Well, the Aucklanders—as I said, they overwhelmingly voted for the coalition Government. We are delivering on our promises to provide cost of living relief for the motorists of Auckland, and I'm not going to be lectured from an Opposition over there which wants to spend 11.5c per litre on speed bumps.

Tangi Utikere: Will he guarantee, right here, right now, that all stages of the Eastern Busway and the Glenvar Road - East Coast Road adjustment projects will be completed, and, if not, why not?

Hon SIMEON BROWN: We are allocating the money—the remaining \$340 million—plus the money that will be collected between now and 1 July to those projects to make sure they are being delivered.

Hon Chris Bishop: Does the Minister agree that it is unusual to see a Government—particularly in transport, in light of recent history—promise something and then actually deliver it?

Hon SIMEON BROWN: Well, as I've said—

SPEAKER: No that's—no, thank you.

Tangi Utikere: Point of order. I seek leave to table a not publicly available table from Auckland Council that shows that the total percentage of safety and active transport initiatives make up 16 percent of regional fuel tax - enabled project spending.

SPEAKER: Why is it not publicly available?

Tangi Utikere: I'm advised that it is not publicly available. It has been obtained—

SPEAKER: How did you—

Tangi Utikere: —from me—

SPEAKER: How did you get it?

Tangi Utikere: —obtained by Auckland Council. [Interruption] Well, the Minister, earlier last week, asked Auckland Council to get the information—so I did.

SPEAKER: Leave is sought. Is there any objection? There appears to be none.

Document, by leave, laid on the Table of the House.

SPEAKER: That concludes oral questions.

Released under the Official Information Act 1982

RECENT OIA(S) FROM MP/MEDIA

Recent and noteworthy OIAs received from MPs and Media:

Reference Number	Requester	Request
OIA-14492	Robin Martin, RNZ	Spend to date on legal fees and court/hearing related costs relating to the Mt Messenger bypass project
OIA-14368	Tom Hunt, Stuff	Spend to date on contractors/consultants for LGWM
OIA-14363	David Bieleski obo Tangi Utikere MP	Copy of BRI-2889 Let's Get Wellington Moving
OIA-14340	Te Aniwa Hurihanganui, TVNZ	All internal communications and feedback relating to the directive on English first naming conventions, including estimated costs of any rebranding work
OIA-14332	Oli Lewis, NZME	Information relating to projects outlined in the National Party Transport Policy relating to cost escalations
OIA-14293	Daisy Cadigan obo Green Party	Letters sent from the Minister to the Chief Executive and Board Chair outlining his expectations
OIA-14288	Bernard Orsman, NZ Herald	All correspondence between NZTA and Auckland Transport regarding issues raised about the Western Express busway service.
OIA-14267	Jessica Roden, 1News	Reports, memos and advice relating to the Hope Bypass and the latest cost estimate for the project
OIA-14244	Matt Swann obo Labour Party	Information relating to communications preferences directives received from the Minister, including language not to use and the use of te reo Māori
OIA-14212	Daisy Cadigan obo Green Party	Information relating to the Community Connect Scheme
OIA-14612	David Bieleski obo Tangi Utikere MP	All relevant correspondence and draft copies of the Briefing to the Incoming Minister

NZTA IN THE MEDIA

Recent and noteworthy media articles:

Title/link	Opening lines to the article
High death toll mocks Road to Zero target but shows safety change is overdue – NZ Herald	<p>The deadly start to the year on New Zealand’s roads appears to make a sorry mockery of the Government’s Road to Zero campaign. With yesterday’s fiery crash in south Taranaki, which claimed more lives, more than 30 people have already died on our roads in 2024. It’s the worst beginning to a year in recent memory – twice more than January 2021 (17) and 22 last year – and comes on the back of a grisly holiday road toll where 19 people were killed in crashes.</p>
NZTA repairs just the beginning of post-Gabrielle recovery, says Central Hawke's Bay leader - RNZ	<p>Central Hawke’s Bay District Council says it is \$129 million short of the money needed to fix roads ruined by Cyclone Gabrielle. NZ Transport Agency [NZTA] Waka Kotahi is funding a \$36 million work programme – which starts this week – to repair 24 roads and bridges before the end of June. Although the work’s start was welcome news, the money would not be enough to get the job done, said the council’s chief executive Doug Tate.</p>
The great Coromandel comeback – 1News	<p>The term “blowout” is often applied to budget and definitely to a timeframe. Incredibly, this was not so much the case with State Highway 25A, a crucial strip of tar seal between Kōpū and Hikuai that’s a lifeline for the economy of the eastern Coromandel Peninsula. A year ago, during January 2023’s storms, the 25A was knocked out with a landslide. It was closed and initial fears were that it may never reopen.</p>
Brynderwyns closure means Northland business face increased transport costs – NZ Herald	<p>Northland businesses will have to decide whether to pass extra transport costs associated with the upcoming Brynderwyns closure on to customers or “take them on the chin”. The Northland Chamber of Commerce has warned New Zealand Transport Agency Waka Kotahi (NZTA) the closure could have an “inflationary effect” on the region’s economy.</p>
Waka Kotahi to use its English name first after pressure from the Government - RNZ	<p>Waka Kotahi will begin referring to itself using its English name first after pressure from parties in the coalition government. NZ First Leader Winston Peters ran an election campaign with a policy of abolishing Māori first names for government agencies. Prime Minister Christopher Luxon has said he met many people on the campaign trail who could not differentiate between government agency names.</p>
NZTA burns through 60 percent of Mt Messenger bypass budget – RNZ	<p>A little over a year after beginning construction, the New Zealand Transport Agency has burnt through more than 60 percent of its budget for the Mt Messenger bypass Te Ara o Te Ata project in Taranaki without completing a single kilometre of road. Waka Kotahi has revealed it has spent \$172 million so far on the 6-kilometre route on State Highway 3 which has a price tag of \$280 million.</p>
Electric-vehicle sales bomb - Autofile	<p>Sales of new and used battery electric vehicles (BEVs) and plug-in hybrids (PHEVs) predictably nosedived in January – the first full month of market activity since the clean car discount was scrapped on December 31. When it came to the new-vehicle sector, first-time registrations of BEVs came in at 244 for January, which was down from 1,205 and by 79.8 per cent compared to the same month last year.</p>

<p>Sales spike after end of 'ute tax' – Autofile</p>	<p>There was a major jump in registrations of new commercial vehicles in January following the abolition of the clean car discount on December 31. Last month's total came in at 4,526, which was an increase of 41.65 per cent compared to 3,197 in January 2023.</p>
<p>Figures show big southern transport funding shortfall – The Press</p>	<p>The South Island has 25% of the population but only gets 9% of the national transport funding, a new document reveals. Waka Kotahi NZ Transport Agency's briefing to the incoming Transport Minister shows a discrepancy between active capital projects that are under way in the North and South Islands on a per capita basis. It says Waka Kotahi has more than \$20 billion worth of these projects, 91% of which are in the North Island.</p>
<p>Alternative routes to Northland ready – Northland News</p>	<p>Roading crews have made strong progress improving and stabilising alternative routes around the Brynderwyn Hills in anticipation of additional traffic because of the upcoming closure of State Highway 1 Brynderwyn Hills. Kaipara and Whangarei District Council roading crews have put in a massive effort in recent weeks to get the Mangawhai scenic route (via Waipu) and Paparoa/Oakleigh detour in good shape for the expected increase in traffic volumes when the Brynderwyns are closed for important maintenance in late February.</p>
<p>State Highway 1/SH29 intersection upgrade at Piarere: Transport Minister Simeon Brown opens construction – NZ Herald</p>	<p>Construction of a roundabout at a vital but high-risk intersection on State Highway 1 has started. An average of 20,000 vehicles travel through the SH1/SH29 intersection daily and it is a vital link between Auckland, Waikato and the Bay of Plenty, but has long been known as a notorious area for serious and fatal crashes. Transport Minister Simeon Brown was at the Piarere site this morning and said once completed, the 60-metre-wide roundabout would greatly improve safety and wait times for people travelling through Waikato.</p>
<p>No free ride: EV owners must pay their share – Northland Age</p>	<p>Owners of electric and plug-in hybrid vehicles will feel the sting of new road user charges, but it is time they paid their way and the millions in revenue will go a long way. EVs will lose their long-time exemption from road user charges the Government confirmed last week. EV owners will be charged \$76 per 1000km. With the AA calculating the average motorist drives about 12,000km a year, that charge equates to \$912 in annual RUCs, excluding admin fees.</p>
<p>RiverLink "unaffordable" Hutt News</p>	<p>RiverLink's future looks increasingly uncertain, with its design described by a senior project manager as "not currently affordable". The admission is further bad news for the Lower Hutt project, which had an initial \$700 million budget but is already expected to exceed \$1 billion. Included are new vehicle and walking/cycling bridges across Te Awa Kairangi/Hutt River, an interchange at Melling and upgrade flood defences.</p>
<p>Businesses hit by bridge clip on work – Kapiti News</p>	<p>Work to install a clip on shared path across the Waikanae River bridge resumed last week, with detours affecting motorists and businesses. The work, expected to take until at least May, requires all southbound traffic to be detoured through Waikanae to Paraparaumu via the Kapiti Expressway, except for emergency vehicles, school buses and a small number of businesses and residents immediately south of the bridge.</p>
<p>Council defiant on speed rules – Northland Age</p>	<p>Far North Mayor Moko Tepania has hit out at the Minister of Transport as his council decides to lower speed limits for more than 300 local roads. The Far North District Council (FNDC) is pushing ahead with its up to \$800,000 Kerikeri and Bay of Islands slower speed plans, despite</p>

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	Minister of Transport Simeon Brown in December announcing changes that may affect them. Brown is removing the former Government's mandate that council, as local road controlling authorities (RCAs), have to bring in speed management plans – and as a consequence slower speeds – and get those to the Government by next month.
Extra traffic cameras unlikely to reduce dangerous speeding, warns road safety expert – RNZ	Traffic cameras could become more common as NZTA takes over the responsibility from Police. It will increase the number of cameras from 150 to 800 operating within the next 10 years, manned by as many as 400 staff. It estimates they could process three million speeding infringements a year.
Questions over \$700m RiverLink linger as work begins – The Post	The alliance responsible for Lower Hutt's \$700 million RiverLink project is standing firm, despite significant question marks over funding and the commitment of one of its partners. Greater Wellington is starting work this week to upgrade stopbanks in central Lower Hutt, despite concerns over the financial viability of the project. In January, a senior project manager described RiverLink as “not currently affordable” and said ways had to be found to reduce costs.
Waka Kotahi bought new unbranded hi-viz jackets for PM, entourage for highway reopening - Newshub	Newshub can reveal Waka Kotahi bought new unbranded hi-viz jackets for the Prime Minister and his entourage to re-open State Highway 25A last year. Prime Minister Christopher Luxon says the spending sounds like a waste of money, but admitted he had no idea about the effort.
Speedy repair of SH25A paves way for future infrastructure delivery – 1News	The expedited reopening of a major Coromandel state highway could serve as the blueprint for more efficient delivery of key infrastructure projects in the future, according to a report from industry association Infrastructure NZ. The report, presented to Transport Minister Simeon Brown last week, sets out several factors that led to the accelerated reopening of State Highway 25A and outlines the associated economic benefits.
PM accuses Labour of cash shortfall – Otago Daily Times	Prime Minister Christopher Luxon has accused Labour of leaving a \$200 billion hole in its transport commitments, but Labour Party leader Chris Hipkins has shot back, saying the claim is “absolute nonsense”. The staggering figure, worth almost half of New Zealand's entire GDP, was rolled out by Mr Luxon yesterday in his first state of the nation speech as prime minister, which focused on the record of the previous government.
Why Waka Kotahi wants 800 more cameras on the roads by 2030 – 1News	Kiwis can expect more eyes on the road this year, with the speed camera fleet set to increase across the country. By 2030, Waka Kotahi New Zealand Transport Agency wants hundreds more on the road, which is estimated to see around three million tickets issued each year.
Transport Cost Clash – NZ Herald	Delivering the roads and public transport National campaigned on ahead of the October 2023 election could end up costing more than twice as much as the party said it would, leaving a potential fiscal hole of \$24 billion. The Herald has seen a document NZTA prepared in late November which includes updated cost estimates for various transport projects. NZTA estimated that 17 projects could collectively cost between \$30.9b and \$46.6b.
Govt policy needs cost-benefit focus – NZ Herald	In his State of Nation speech, the Prime Minister outlined how poor government decisions have left the country in a fragile state. The coalition has agreed on a process to make governmental decisions more

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	<p>effective. The three governing parties have agreed that “the coalition Government will make decisions that are.....principled – making decisions based on sound public policy principles, including problem definition, rigorous cost-benefit analysis and economic efficiency”.</p>
<p>Nicola Willis says Government committed to coalition transport projects despite report showing they could cost double – Newshub</p>	<p>The Finance Minister says the Government remains committed to the transport projects in its coalition agreements as a report shows the transport agency has estimated they could cost up to \$24 billion more.</p> <p>The National-New Zealand First agreement includes the commitment to progress National's policy of building 13 new Roads of National Significance and four major public transport upgrades. National's election transport document laid out how much it estimated each project to cost. But the NZ Herald on Wednesday morning reported it had seen a New Zealand Transport Agency Waka Kotahi (NZTA) document developed in November which showed updated cost estimates for transport projects.</p>
<p>Chris Bishop remains confident RiverLink can be built – The Post</p>	<p>Despite painfully slow progress, Hutt South MP Chris Bishop remains confident that the \$700 million RiverLink project will one day be a reality. It remains unclear, however, what it will look like as there are still no design plans.</p> <p>On Wednesday Bishop took part in his first sod turn as Minister of Infrastructure, as Greater Wellington officially began work on a project that will one day transform central Hutt City. Starting construction on upgrading flood defences could be seen as Greater Wellington signalling to project partners that it was prepared to go it alone as the rest of the project remains in limbo.</p>
<p>Kāpiti Coast rates cover half of Waikanae bridge clip-on path – The Post</p>	<p>Kāpiti Coast ratepayers are footing half the bill for a long-delayed shared walking and cycling path that is shutting down parts of the Waikanae River Bridge for five months.</p> <p>Part of repurposing what used to be State Highway 1 into a local road, known as revocation, the \$1.9 million two-way walking and cycling path is being added on the side of the bridge between Waikanae and Paraparaumu to make crossing the bridge safer for pedestrians and cyclists.</p>
<p>Infrastructure – Greater focus on maintenance needed: New Zealand Infrastructure Commission publishes first assessment of the value of New Zealand's infrastructure – Live News</p>	<p>With our roads, water pipes and other essential infrastructure wearing out, New Zealand needs to spend around 60% of its infrastructure investment to look after what we already have, rather than building more.</p> <p>This is a key finding of a new report from the New Zealand Infrastructure Commission, Te Waihanga, which provides the first comprehensive assessment of the value of New Zealand's infrastructure.</p>
<p>Bridge in Kāeo, Northland opens nine years after it was promised - Newshub</p>	<p>One of Northland's most keenly anticipated bridges is set to open this evening, almost nine years after it was promised during a hotly contested by-election campaign.</p> <p>The old one-way Kāeo Bridge has long been a summer chokepoint on State Highway 10 between the Bay of Islands and Doubtless Bay.</p>