



**I, Kitea Tipuna, Tumu Whakarae Chief Executive, hereby give notice that
Infrastructure and Regulatory Committee Meeting will be held on:**

Date: Tuesday, 26 March 2024
Time: 10:00 AM
Location: Council Chamber, Wairoa District Council,
Coronation Square, Wairoa

AGENDA

Infrastructure and Regulatory Committee Meeting

26 March 2024

MEMBERSHIP: His Worship the Mayor Craig Little, Cr Chaans Tumataroa-Clarke, Cr Denise Eaglesome-Karekare, Mr Chris Olsen, Cr Benita Cairns

The agenda and associated papers are also available on our website: www.wairoadc.govt.nz

For further information please contact us 06 838 7309 or by email info@wairoadc.govt.nz

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- 1 KARAKIA**
- 2 APOLOGIES FOR ABSENCE**
- 3 DECLARATIONS OF CONFLICT OF INTEREST**
- 4 CHAIRPERSON'S ANNOUNCEMENTS**
- 5 LATE ITEMS OF URGENT BUSINESS**
- 6 PUBLIC PARTICIPATION**

A maximum of 30 minutes has been set aside for members of the public to speak on any item on the agenda. Up to 5 minutes per person is allowed. As per Standing Order 15.1 requests to speak must be made to the Chief Executive Officer at least one clear day before the meeting; however this requirement may be waived by the Chairperson. Requests should also outline the matters that will be addressed by the speaker(s).

7 MINUTES OF THE PREVIOUS MEETING

Ordinary Meeting - 27 February 2024

**MINUTES OF WAIROA DISTRICT COUNCIL
INFRASTRUCTURE AND REGULATORY COMMITTEE MEETING
HELD AT THE COUNCIL CHAMBER, WAIROA DISTRICT COUNCIL, CORONATION SQUARE, WAIROA
ON TUESDAY, 27 FEBRUARY 2024 AT 1:30 PM**

PRESENT: His Worship the Mayor Craig Little, Cr Chaans Tumataroa-Clarke, Cr Denise Eaglesome-Karekare, Mr Chris Olsen, Cr Benita Cairns

IN ATTENDANCE: **Kitea Tipuna** (Tumu Whakarae | Chief Executive), **Gary Borg** (Pouwhakarae – Pūtea/Tautāwhi Rangapū | Group Manager Finance and Corporate Support), **Hinetaakoha Viriaere** (Pouwhakarae Whakamahere me te Waeture | Group Manager Planning & Regulatory), **Hinemoa Hubbard** (Kaitauira Mana Ārahi | Governance Cadet), **Hira Campbell** (Kaiwhakahaere Hua Pūmau Huarahi | Transport Asset Manager), **Richard Grimmett** (Kaiurungi Matua Rawa | Senior Property Officer)

1 KARAKIA

The Opening Karakia was given by the Chair, Cr Tumataroa-Clarke.

2 APOLOGIES FOR ABSENCE

Nil.

3 DECLARATION OF CONFLICT OF INTEREST

Nil.

4 CHAIRPERSON'S ANNOUNCEMENTS

The Chair acknowledged the passing of Erina Kau (nee Carroll) and Ian Gemmell.

5 LATE ITEMS OF URGENT BUSINESS

Nil.

6 PUBLIC PARTICIPATION

A maximum of 30 minutes has been set aside for members of the public to speak on any item on the agenda. Up to 5 minutes per person is allowed. As per Standing Order 14.14 requests to speak must be made to the meeting secretary at least one clear day before the meeting; however this requirement may be waived by the Chairperson.

7 MINUTES OF THE PREVIOUS MEETING

COMMITTEE RESOLUTION 2024/86

Moved: Cr Benita Cairns

Seconded: Cr Denise Eaglesome-Karekare

That the minutes [and confidential minutes] of the Ordinary Meeting held on 12 December 2023 be confirmed.

CARRIED

8 GENERAL ITEMS

8.1 ASSETS & INFRASTRUCTURE GROUP - UPDATE

COMMITTEE RESOLUTION 2024/87

Moved: Cr Denise Eaglesome-Karekare

Seconded: Mr Chris Olsen

The Committee receive the report, and provide direction where appropriate.

CARRIED

The Chief Executive introduced this report in the absence of the Group Manager of Assets & Infrastructure and highlighted the presence of the Transport Asset Manager and the Senior Property Officer to answer questions.

Regarding Item 9.2-Landfill Decision of the report:

His Worship highlighted:

- The challenge of believing that opting for an out-of-district disposal solution is more cost-effective than establishing a local Landfill in Wairoa.
- That similar decisions are being made in other areas, and even if the choice is to transition to an out-of-district disposal area, the Wairoa Landfill will persist.
- Concerns related to carbon emissions and compliance cost with the option of developing a new cell.
- The ethical consideration as to whether it is culturally acceptable to transport waste to another area and whether it aligns with the preferences of Tangata Whenua of that area.

Mr Chris Olsen queried the viability of using rail as a mode of transportation. His Worship noted the requirement of a transfer station by the railway line and was uncertain on if the line travelled to where we would need it to go. Cr Cairns noted that the decision to pursue an out-of-district solution is not solely a cost-effective decision; instead, it is aligned with a comprehensive waste management and minimisation plan.

Regarding Item 7-Three Waters of the report:

- His Worship acknowledged a large forthcoming expense, particularly concerning cultural considerations, lie in the discharge from the river.
- Cr Eaglesome-Karekare noted the aging nature of our infrastructure, highlighting the need for careful consideration when participating in any regional initiatives, such as the Hawkes Bay Regional Water model.

- The Chief Executive mentioned engaging Castalya for a peer review of the Hawkes Bay Regional model. He raised questions to them regarding the ongoing confidence in the presented numbers and potential challenges for elected members.
- Regarding the water treatment lab, the Chief Executive highlighted the risk of closure due to the lack of IANZ level 1 accreditation. If this were to happen, samples would need to be sent out of town, and considering the lab serves rural communities with their water supplies, the consequential effects need to be taken into consideration.

Mr Chris Olsen inquired whether the absence of IANZ level 1 accreditation was a resource problem or a cost-related issue. He proposed exploring the possibility of partnering with a compliant lab in Gisborne or Napier, thus leveraging their existing systems.

The Chair highlighted the importance of moving beyond the mere planning for extreme weather events, emphasising the necessity to concentrate on preparing for the subsequent infrastructure changes as well. The Transport Asset Manager noted the intention to renew maintenance contracts within the upcoming three years.

Mr Chris Olsen noted a nationwide trend, highlighting an average 40% increase in costs when contracts were renewed elsewhere and emphasised the importance of anticipating the costs that will come with the expiration of existing contracts. He mentioned a prevalent practice among councils involved making a trade off in levels of service, prioritising maintenance over construction; however such approach is not suitable for Wairoa District Council as we are in recovery.

Cr Eaglesome-Karekare highlighted that the Blacks Beach revetment had been tendered and queried if there would be a shift in emphasis from cost-effectiveness to a greater focus on the quality of the design in the ensuing contract to keep Blacks Beach where it is.

The Transport Asset Manager noted that there will be changes in pricing, highlighting a revision with contractors for a specific specification. Additionally, he mentioned that the revetment will resemble the existing structures at Blacks Beach.

8.2 PLANNING AND REGULATORY UPDATE

COMMITTEE RESOLUTION 2024/88

Moved: Cr Chaans Tumataroa-Clarke

Seconded: Cr Benita Cairns

The Committee receive the report.

CARRIED

The Group Manager of Planning & Regulatory spoke briefly to this report and noted there is now a Planning Administrator and Support Officer undergoing training which means there is an opportunity to increase their work capacity.

The Chair queried why the limited data provided in the report, specifically covering a span of three months and delve into whether there are trends during specific times of the year or if occurrences are seemingly random. The chair highlighted whether, for instance dog complaints show an increase during Christmas time or are generally distributed throughout the year.

The Chief Executive noted the presence of seasonal trends, particularly emphasising an increase in resource requests during summer months. This prompted considerations for a more in-depth analysis to gather additional data.

The Chair queried the cost-effectiveness of employing two full-time staff members for monitoring freedom camping or opting for the alternative of engaging four or five part-time staff during the three-month summer period along with one full-time staff member. Mr Chris Olsen noted the building control statistics of December, highlighting the 57.1% proportion of building consents processed within statutory timeframes. He inquired about the existence of a legislative requirement for achieving 100% compliance within these timeframes.

The Group Manager of Planning and Regulatory suggested that the lower percentage might be attributed to a capacity issue, specifically a shortage of staff. She mentioned the recent addition of a building compliance officer and noted that the challenges of working in a recovery space might be contributing added pressure on the compliance team.

8.3 MINOR UPDATES TO REVENUE AND FINANCING POLICY AND SIGNIFICANCE AND ENGAGEMENT POLICY

COMMITTEE RESOLUTION 2024/89

Moved: His Worship the Mayor Craig Little

Seconded: Mr Chris Olsen

The Committee endorses the policy updates to Council and in doing so supports the position that, due to the editorial nature of the updates, no consultation is required.

CARRIED

The Group Manager of Finance and Corporate Support spoke briefly to this report and noted that:

- An update under Principles of Engagement on page 41, the addition of “Māori and iwi” was considered unnecessary when presented to the Finance, Assurance and Risk committee, as it tends to create a separation between iwi and Māori when, in reality, iwi are Māori.
- There is more information on surpluses to offer comprehensive details about definitions.
- The inclusion of the preamble to Te Ture Whenua Māori Act 1993.

Cr Cairns inquired in light of Cyclone Gabrielle, whether there had been consideration given to providing rates relief for those who are unable to access their properties. Cr Eaglesome-Karekare acknowledged that there is a rates rebate scheme, and clarified that the rates relief entails eventual repayment rather than a complete cessation of payment.

Cr Cairns suggested creating a policy for similar scenarios involving large numbers, to consider an exemption or relief from rates. The Chair noted the necessity of identifying a location to recuperate costs before implementing a rates remission.

The Chief Executive inquired about the possibility of considering the development contribution policy in the future within the framework of the revenue and finance policy. The Group Manager of Finance and Corporate Support noted that there is a brief section highlighting a Development Contribution policy. Due to the informal direction provided during a workshop for policy creation, the likelihood is that it will be taken into account in the review of the District Plan rather than the Long-term plan. He further noted that the Long-term plan will come before the review of the District Plan.

9 PUBLIC EXCLUDED ITEMS

RESOLUTION TO EXCLUDE THE PUBLIC

COMMITTEE RESOLUTION 2024/90

Moved: Cr Chaans Tumataroa-Clarke

Seconded: Cr Denise Eaglesome-Karekare

That the public be excluded from the following parts of the proceedings of this meeting at 2:48pm.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
Item 8.1 – Assets and Infrastructure Group – Update Discussion	s48(2)(a)(i) - the exclusion of the public from the whole or the relevant part of the proceedings of the meeting is necessary to enable the Council to deliberate in private on its decision or recommendation where a right of appeal lies to any court or tribunal against the final decision of the Council in these proceedings.	The grounds on which part of the Council or Committee may be closed to the public are listed in s48(2)(a)(i) of the <i>Local Government Act 2002</i> .
Item 8.2 – Planning and Regulatory Update Discussion	s48(2)(a)(i) - the exclusion of the public from the whole or the relevant part of the proceedings of the meeting is	The grounds on which part of the Council or Committee may be closed to the public are listed in s48(2)(a)(i) of the

	necessary to enable the Council to deliberate in private on its decision or recommendation where a right of appeal lies to any court or tribunal against the final decision of the Council in these proceedings.	<i>Local Government Act 2002.</i>
Item 8.3 – Minor Updates to Revenue and Financing Policy and Significance and Engagement Policy Discussion	s48(2)(a)(i) - the exclusion of the public from the whole or the relevant part of the proceedings of the meeting is necessary to enable the Council to deliberate in private on its decision or recommendation where a right of appeal lies to any court or tribunal against the final decision of the Council in these proceedings.	The grounds on which part of the Council or Committee may be closed to the public are listed in s48(2)(a)(i) of the <i>Local Government Act 2002.</i>
CARRIED		

COMMITTEE RESOLUTION 2024/91

Moved: Cr Chaans Tumataroa-Clarke

Seconded: Cr Benita Cairns

That Council moves out of Closed Council into Open Council at 3:11pm.

CARRIED

The Meeting closed with a karakia by the Chair at 3:11pm.

The minutes of this meeting were confirmed at the Infrastructure and Regulatory Committee Meeting held on 26 March 2024.

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CHAIRPERSON

8 GENERAL ITEMS**8.1 RECEIPT OF INFRASTRUCTURE AND REGULATORY COMMITTEE MEETING - 20 SEPTEMBER 2022**

Author: Hinemoa Hubbard, Governance Cadet

Authoriser: Kitea Tipuna, Tumu Whakarae Chief Executive

Appendices: 1. Minutes of Infrastructure and Regulatory Committee Meeting - 20 September 2022

RECOMMENDATION

That the Minutes of the Infrastructure and Regulatory Committee Meeting held on Tuesday 20 September 2022 be received and the recommendations therein be adopted.

**MINUTES OF WAIROA DISTRICT COUNCIL
INFRASTRUCTURE COMMITTEE MEETING
HELD AT THE COUNCIL CHAMBER, WAIROA DISTRICT COUNCIL, CORONATION SQUARE, WAIROA
ON TUESDAY, 20 SEPTEMBER 2022 AT 1.33PM**

PRESENT: His Worship the Mayor Craig Little, Cr Chaans Tumataroa-Clarke, Cr Denise Eaglesome-Karekare, Cr Hine Flood (Deputy Mayor), Mr Chris Olsen

IN ATTENDANCE: **Kitea Tipuna** (Tumu Whakarae | Chief Executive), **Kimberley Tuapawa** (via zoom, Pouwhakarae – Pārongo/Wheako Kiritaki | Group Manager Information and Customer Experience), **Gary Borg** (via zoom, Pouwhakarae – Pūtea/Tautāwhi Rangapū | Group Manager Finance and Corporate Support), **Stephen Heath** (via zoom, Pouwhakarae – Hua Pūmau Hapori/Ratonga | Group Manager Community Assets and Services), **Courtney Hayward** (Kaiwhakahaere Kaupapa Here, Mana Ārahi me te Whakawhanake Ōhanga | Policy, Governance and Economic Development Manager), **Gay Waikawa** (Kaiurungi Mana Ārahi | Governance Officer), **Mike Hardie** (via zoom, Kaiwhakahaere Hua Pūmau Huarahi | Transport Asset Manager), **Richard Grimmert** (via zoom, Kaiurungi Rawa Senior | Property Operations Officer), **Andrew Heron** (via zoom, Mataaro Kaupapa | Project Engineer)

1 KARAKIA

Karakia was given by Cr Chaans Tumataroa-Clarke.

The Committee acknowledged the passing of Queen Elizabeth II and a minute silence was observed.

2 APOLOGIES FOR ABSENCE

None.

3 DECLARATION OF CONFLICT OF INTEREST

4 CHAIRPERSON'S ANNOUNCEMENTS

The Chairperson announced this is the last Infrastructure Committee for this term and His Worship the Mayor, Craig Little acknowledged the Chairperson, Cr Chaans Tumataroa-Clarke.

5 LATE ITEMS OF URGENT BUSINESS

None

6 PUBLIC PARTICIPATION

None.

7 MINUTES OF THE PREVIOUS MEETING**COMMITTEE RESOLUTION 2022/82**

Moved: Cr Chaans Tumataroa-Clarke

Seconded: His Worship the Mayor Craig Little

That the minutes [and confidential minutes] of the Ordinary Meeting held on 9 August 2022 be confirmed.

CARRIED

The Independent member advised he had a call from member of the public with regards to all the reports at the last Infrastructure Committee agenda were public excluded and as it does not look good and commented it is not very transparent. The Independent member wondered if the reports could clarify the reasons why they are made public excluded and maybe think about having things more open.

His Worship the Mayor noted to release parts of the report that needs to be released and maybe the Committee meet beforehand.

8 PUBLIC EXCLUDED ITEMS**RESOLUTION TO EXCLUDE THE PUBLIC****COMMITTEE RESOLUTION 2022/83**

Moved: Cr Denise Eaglesome-Karekare

Seconded: Cr Hine Flood

That the public be excluded from the following parts of the proceedings of this meeting at 1.44pm.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
8.1 - Community Assets and Services Department - Update	s7(2)(c)(ii) - the withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

	otherwise to damage the public interest	
CARRIED		

COMMITTEE RESOLUTION 2022/84

Moved: Cr Chaans Tumataroa-Clarke

Seconded: Cr Denise Eaglesome-Karekare

That Council moves out of Closed Council into Open Council at 2.25pm.

CARRIED

RELEASE TO THE PUBLIC – COMMUNITY ASSETS AND SERVICES DEPARTMENT - UPDATE**COMMITTEE RESOLUTION 2022/85**

Moved: His Worship the Mayor Craig Little

Seconded: Cr Chaans Tumataroa-Clarke

That the Committee receive the report and release the Community Assets and Services Department – Update report to the public excluding the Geotechnical Assessment Russell Parade North from WSP.

CARRIED

The Committee acknowledged the independent member, Mr Chris Olsen.

The Meeting closed at 2.31pm with a karakia by Cr Chaans Tumataroa-Clarke.

The minutes of this meeting were confirmed at the Infrastructure Committee Meeting held on

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CHAIRPERSON

8.2 ASSETS & INFRASTRUCTURE GROUP - UPDATE

Author: Mike Hardie, Pouwhakarae-Hua Pumau | Group Manager Assets & Infrastructure

Authoriser: Kitea Tipuna, Tumu Whakarae Chief Executive

Appendices:

1. Project Dashboard [↓](#)
2. Monitoring Report [↓](#)
3. Draft RLTP Consultation document [↓](#)
4. Te Reinga Bridge - Presentation to CIP [↓](#)
5. Land Transport GPS Consultation Document [↓](#)

PURPOSE

This report provides information for Committee on Assets & Infrastructure Group and the differing activities within.

RECOMMENDATION

The Pouwhakarae-Hua Pumau | Group Manager Assets & Infrastructure RECOMMENDS that Committee receive the report, and provide direction where appropriate.

2. KEY NOTE

2.1 A representative from Waka Kotahi/NZTA will be present at this meeting to discuss issues, predominantly from a Walking & Cycling viewpoint, but with the main intention for Committee members to be able to discuss and hear from Waka Kotahi/NZTA around any plans/views on the severance that SH2 presents through the Wairoa Township, and how this may be addressed in the future.

3. BACKGROUND

- 3.1 This report is aimed at providing the Infrastructure & Regulatory Committee key information of key assets and infrastructure items at a high level.
- 3.2 This report includes a summary of projects “at a glance”. Additional reports will be provided on specific areas and where further direction is sought from the Infrastructure & Regulatory Committee.
- 3.3 As a general rule, projects valued under \$100,000 will be reported by exception only, for example if considered of high public interest. Anything under this value is normally covered off under the delegation’s manual or within existing contracts. Additional projects can and will be provided where further direction is sought from the Infrastructure & Regulatory Committee.

4. DIRECTION

- 4.1 This section will outline the direction that Council officers are seeking from the Infrastructure & Regulatory Committee. It will outline how projects align with Council’s direction and how these projects are being delivered in line with relevant policies and strategies i.e., Infrastructure strategy, procurement guidelines, AMPs, LTP, Annual Plan.
- 4.2 Committee Direction Tracker

This table documents specific direction from previous Committee meetings. It will allow Council officers to track progress on these high-level matters and ensure they are closed out. Commentary can be provided on status of progress or any issues around this. Tasks will be deleted off tracker once they are completed or no longer relevant.

<i>Committee Meeting Date</i>	<i>Committee Direction/Action Required</i>	<i>Status/Progress</i>	<i>Commentary</i>
11 Apr 2023	Provide report on Pensioner Housing every 3 rd Committee Meeting		Next report on this due April 2024
18 July 2023	Uneconomic Road Policy/Road maintenance rationalisation		Workshop held in December 2023. More work required to plan this out.
18 July 2023	Tuai community consultation around water chlorination		Meeting booked in with Mayor and Councillor Cairns to implement comms strategy and engagement
5 September 2023	Report of wastewater inflow/infiltration at Mahia Heights		Due April 2024 meeting
5 September 2023	Follow up on Level 1 Lab status – Water Treatment		Please see report below.

5. MONITORING

- 5.1 This section will refer to the project dashboard **see Appendices 1**. Any project areas such as budget or delivery that are highlighted Amber or Red in the dashboard will be commented on here. (Please note this project dashboard forms part of an Excel spread sheet capturing all Project activities, Property, Solid Waste, Land Transport, 3 Waters)
- 5.2 **See Appendices 2** Monitoring report shows current spends on operational budgets and a summary of CSR data for 3 main area spends: Land Transport, 3 Waters, Property/Solid Waste.

6. RISKS

- 6.1 This section will refer to the project dashboard **see Appendices 1**. Any risks outlined will be summarised with mitigation actions outlined. This will focus on the high or extreme risk levels.

7. RESOURCES

- 7.1 This section will discuss levels of resourcing such as budget, equipment, contractors, or staffing.

8. THREE WATERS

8.1 Renewals

- 8.1.1. Grey Street (Wairoa) Stormwater replacement (unplanned) is underway due to major cracking/tomos created recently.
- 8.1.2. Watermain replacement (unplanned) along Delhi Street is underway.
- 8.1.3. Watermain replacement in Tuai is in planning stages.
- 8.1.4. There is a larger focus on renewals going forward, due to the last 3 years being focus on the stimulus funds and what the 3 waters landscape may look like, it is important to focus now on ensuring our network is maintained and renewed effectively.

8.2 Blue Bay Odour

- 8.2.1. Residents in BlueBay are still experiencing odour issues.
- 8.2.2. Experts have been engaged to investigate the plant and processes, and to undertake a system review. Recommendations to follow.
- 8.2.3. Communications with HBRC have been continuing and they are supportive of the steps that have been taken to date.

8.3 Mahia Beach wastewater scheme

- 8.3.1. Land movement is occurring in the irrigation fields at the Kinikini Ponds. This land movement is the potential issue for the leaks in the irrigation fields by breaking apart the joins in the pipe work. A Geotech has been engaged to investigate this site more.

8.4 Education Opportunity

8.4.1. Water leak identification

- 8.4.1.1. The team have approached a plumber, REAP and Fulton Hogan to support a basic plumbing repairs course. All parties are interested, with REAP facilitating, FH sponsoring washers etc and plumber delivering the programme. Benefits from this include less water production, less water down the drain is less wastewater being generated plus others benefits.

8.2 Water Treatment

8.2.1. Laboratory Status

- 8.2.1.1. Morrison Low have been engaged to provide a report for Council to consider, which effectively outlines the preferred option to close the Level 2 lab, not upgrade to Level 1 status, and undertake testing outside of the district. This has differing levels of impact to the organisation and external agencies, which will be outlined in the report to Council before an official decision is made. This is still in progress

8.2.2. Mahanga Water Supply

- 8.2.2.1. WSP have been engaged to revisit the Mahanga Water Supply issues and bring them all together in a clear/concise, and up to date report that can advise

Council on options moving forward. Currently this site is uncompliant with the new drinking rules

9. PROPERTY (OPEN/BUILT SPACES)

- 9.1 MBIE Solar Resilience Project Tranche 1 had 3 of the 5 sites approved. These include War Memorial Hall, Tuai Hall and Taihoa Marae. The second Tranche is focused on establishing a network of 2KW solar substations, with battery banks, that can support 400 homes.
- 9.2 The Airport Extension project planning is underway. The current extension plans, and land rationalisation project reports review is underway with WSP and TPG. A full management review of airport operations was just completed to support AMP review and LTP. Findings from this plus the consultant are now included in the project planning team. The extension affects air guidance and lighting upgrades, that may add significant cost to the project. Airport users and CAA were included in current discussions during management review and will be retained to assist project team. Discussions with CAA over interpretation of minimum standards and flight safety zones were completed.
- 9.3 River reserves
- 9.3.1. Kanoa funded River reserve restoration funding is a welcome relief. The scope is tight and ongoing planning is happening in this space.
- 9.3.2. November flood event set back silt remediation work for lower reserves from Spooners Point. Walkway is a priority to get back to an appropriate level of service now, and a plan is underway to present design to relocate certain sections.
- 9.3.3. HBRC bathometric survey of riverbed and drill soil bores projects are underway. The soil bore area is for North Clyde upstream a short distance of Carrol Street and Ski Club to Bridge. This is to inform planning for sheet pile walls.
- 9.3.4. Skate Bowl and Destination flood protection upgrade planning underway. This was observing projects and site protection design to plan upgrades. Idea is to close in the depression that allows water/silt in and install back flow prevention to stormwater outlets. This was well witnessed again in November flood that once again impacted the site requiring costly cleanup.

10. SOLID WASTE

- 10.1 WMMP - Council is required to adopt a Waste Management and Minimisation Plan (WMMP) to fulfil their obligations under the Waste Minimisation Act 2008 (WMA), and review it every six years. Due to the cyclone, council's review date has been extended to June 2024, with work on this having commenced November 2023.
- 10.1.1. A waste assessment report has been drafted following the completion of the first round of waste assessments in November. This report will be finalised on completion of the February/March sort and weigh assessment due end of March.
- 10.1.2. The report informs waste composition being deposited to landfill and identifies future education and minimisation targets areas.
- 10.2 Landfill Decision - The Wairoa Landfill current cell is nearing capacity (within 2-3 years) especially with the influx of waste arising from Cyclone Gabrielle. Council needs to decide

whether to extend landfill operations by developing a new cell, or move to an out of district disposal option (Ōmarunui)

10.2.1. The Options assessment has been workshopped with councillors. The session provided a detailed overview to assist council in making a more informed decision.

10.2.1.1. Council staff presented to the Ōmarunui Landfill joint committee meeting held on Tuesday 20th February. The green light was given to explore this potential option further.

10.3 Kerbside Expansion - Council's submission for co-funding from the WMF, for an expansion on kerbside services has been accepted.

10.3.1. The project is largely based on kerbside collection of organics, as required to be implemented by 2027, however a review of all existing kerbside services will be rolled into the project including bins/crates and expansion to rural communities.

10.3.2. Council has identified its preference to implement a bin based kerbside collection service to increase diversion of recycling and organics from landfill and align with direction provided in the Waste Strategy.

10.3.3. Phase 1 is the feasibility study which is being carried out by WSP. The study commenced early in the new year, and is on target to wrap up by the end of June 2024. The study is expected to inform council of the preferred method of rollout of kerbside services.

10.4 Resource Recovery Infrastructure Upgrades - Staff are working on a second WMF application to seek funding from MfE to upgrade the existing Wairoa Recycling and Landfill drop off areas to better support resource recovery.

10.4.1. The design will provide council with the facilities to divert organic and recoverable waste from landfill. It will also provide the necessary infrastructure to support the planned kerbside collection system and support local recovery and utilisation of materials.

10.4.2. Council has initiated an Expression of Interest with MfE's Waste Minimisation Fund managers, so once the design has been confirmed, staff will continue those conversations.

10.4.3. It is critical to ensure this project delivers both the immediate needs and long-term strategic needs of Council, including accommodation of the decision regarding future disposal of solid waste at the Fraser Street landfill, kerbside expansion decisions and to feed into the next WMMP and Long-Term Plan.

10.4.4. Significant capital investment is required for this project, and council's contribution has been identified in LTP draft budgets.

11. PROJECTS

11.1 Please see Appendix 1 Project Dashboard for details on project expenditure & status.

12. LAND TRANSPORT

12.1 Recovery (Cyclone Gabrielle) & June/November 2023 Weather Events

12.1.1. Cyclone Gabrielle

Activity/Programme	Funding secured for 'Response Phase' @ 100 FAR	Expenditure to date
Initial funding request	\$16,175,000	\$16,175,000
Cost-scope adjustment request	\$31,852,549	\$22,432,056 (as at 31 January 2024)

Funding applications for Reinstatement/Repair have been submitted for Cyclone Gabrielle, June 2023 and November 2023 weather events. Exact Council costs will be requested through Council once applications are finalised, as there will likely be some affordability/prioritisation discussions that will need to take place through the LTP planning and discussions.

12.2 Te Reinga Bridge – Permanent Replacement

12.2.1. The focus now turns (have been working on it concurrently to the temporary repair) to the permanent repair of Te Reinga Bridge.

12.2.2. A presentation was delivered to Crown Infrastructure Partners (CIP) and the Office of the Prime Minister. Please see attached presentation which gives an overview of the way forward for the permanent repair.

12.2.2.1. Meeting outcomes were very clear that we need to move as fast as we can with this project, action oriented, and look at how we can work together with other Council's and their bridge repair programme.

12.3 Regional Land Transport Plan (RLTP) Consultation

12.3.1. Please see attached draft RLTP Consultation document. Wairoa is mentioned a number of times throughout the document which is a change to previous versions.

12.4 Land Transport Government Policy Statement (GPS)

12.4.1. The draft GPS is now out for consultation. Please see attached.

12.4.2. Wairoa District Council will be putting a submission in. This will be presented to elected members for their input.

12.4.3. Focus points will likely be:

12.4.3.1. Cyclone recovery

12.4.3.2. Roads of National Significance

12.4.3.3. System Reform

12.4.3.4. Economic Growth

12.4.3.5. Value for Money

12.4.3.6. FAR rate review

Further Information

Attachments

References (to or from other Committees)

Item 6.2 Appendix 1

Project	Risk		Financials				Delivery		Commentary
	Raw	Res.	Project Commenced	Phase	Budget	Variation Budget	Spend to date	Forecast spend	
Flood Damage Repairs, Mohaka Waiau, Package 4			1/06/2021	Delivery	\$ 1,355,000	\$ 120,000	\$ 1,822,410	On Going	Awarded to Fulton Hogan. Delays from Cyclone Gabrielle. Variations/Two new packages of work were added to this contract.
Flood Damage Repairs Waikaremoana Ruakituri Package 3			1/10/2021	Delivery	\$ 1,100,000	\$ 1,000,000	\$ 3,704,698	On Going	Awarded to QRS. delays expected from Cyclone Gabrielle. Awamate site is getting done. The large slip on Papuni Road is almost completed. Earthworks package added to contract as a
4 Structural Bridge Repairs 2022			1/12/2022	Delivery	\$ 926,930	\$ 9,000,000	\$ 9,922,582	Opotiti Br and /	Awarded to QRS, variations added from Cyclone Gabrielle. Avalon Bridge and Opotiti Bridge have been added. Still bearing pads to be done at Erewhito Bridge.
s Beach Revetment			1/12/2023	Design	\$ 800,000	\$ -	\$ -	\$ 800,000	Has been tendered. Currently evaluating.
Structural Bridge Repairs 2023/24			1/02/2024	Delivery	\$ 526,345	\$ -	\$ -	\$ 526,345	Awarded to Ritchie Civil Ltd
a Recycling Centre			1/01/2023	Design	\$ 229,000	\$ -	\$ 16,818	\$ 229,000	Containers will be utilised this holiday period. Awaiting acceptance of lease for a 3yr term. TPG are helping us investigate alternative permanent sites. Awaiting LINZ signoff on Opoutama
inga Toilets			1/07/2023	Delivery	\$ 146,800	\$ -	\$ -	\$ 146,800	Advanced planning stage. Awaiting bridge completion so carpark formation to be completed. Physical works expected to start at the end of February 2024.
elly Bins (TIF Round 6)			1/12/2022	Completed	\$ 78,060	\$ 3,410	\$ 81,470	\$ 78,060	R6 BBB complete.
is Upgrade, Nuhaka, Oraka (TIF round 6).			1/12/2022	Delivery	\$ 212,000	\$ 262,000	\$ 100,000	\$ 262,000	Nuhaka: Septic system replaced and operating well so far. A new water tank has been installed, along with new picnic tables.
Ground Upgrade (TIF round 6).			1/12/2022	Delivery	\$ 165,000	\$ 674,000	\$ 750,000	\$ 839,000	Modernise Ablution Block. Create outdoors area at Ablution Bk. Delay to project completion date due to supply chain problems, which is now expected to be April 2024.
Destination Playground			Not Started	Investigative	\$ -	\$ 310,000	\$ -	\$ 310,000	New playground at higher location. Picnic tables/benches on lakefront. Two meetings at Tui have been had but yet to develop further. A community hui is in the planning stages to develop a
oner Housing Healthy Homes			1/12/2022	Design	\$ -	\$ 198,000	\$ 113,000	\$ 198,000	Improve flats air quality and heat in line with central govt new standards. Complete
a Destination Playground & Spaces (Community Partnership)			1/02/2023	Delivery	\$ 66,000	\$ 716,000	\$ 350,000	\$ 716,000	Community Partnership Project developing recreational spaces. Funding secured externally. Playground scheduled to open 15th December 2023. Currently experiencing delays starting multi-
ring Netball Courts resurface			1/04/2023	Completed	\$ 240,000	\$ -	\$ 220,000	\$ 240,000	Court resurface works complete.
ry Roof Replacement			1/01/2024	Delivery	\$ 120,000	\$ 150,000	\$ -	\$ 150,000	Remaining funds to go towards building upgrade for CCC which Replace roof in line with refurbishment project plans. Mitigation for roof failing performance. Planned works discussion with Building team completed. Non-consented replacement approved.
Refurbishment			1/07/2022	Delivery	\$ 120,000	\$ 380,000	\$ 50,000	\$ 120,000	Works to maintain Halls weatherproof and functional. Wairoa WMH works focus on exterior windows, stormwater, interior toilets and asbestos mngt. Tui has refurbished weatherproof,
tery Beams, Access extension plus septic waste field upgrade			1/07/2022	Delivery	\$ 120,875	\$ 120,875	\$ 2,500	\$ 120,875	Extension of lower cemetery Beams 43) plus internal access to same. Upgrade septic field at lower cemetery and new upper cemetery toilet building.
ells Building			13/07/1905	Delivery	\$ 3,000,000	\$ 5,700,000	\$ 5,700,000	\$ 5,700,000	Facility open and operating. The team is working through a snag list and final CCC requirements which are expected to be completed by March 2024.

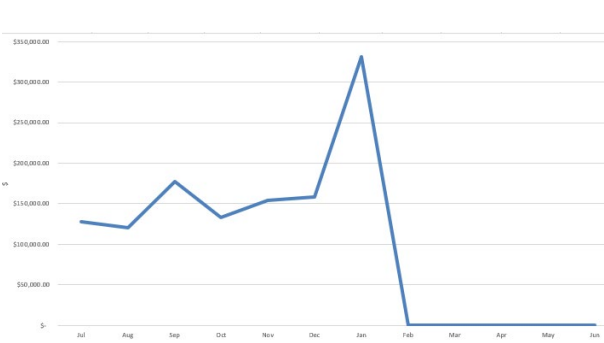
Item 0.2 Appetitive

3 WATERS ACTIVITY

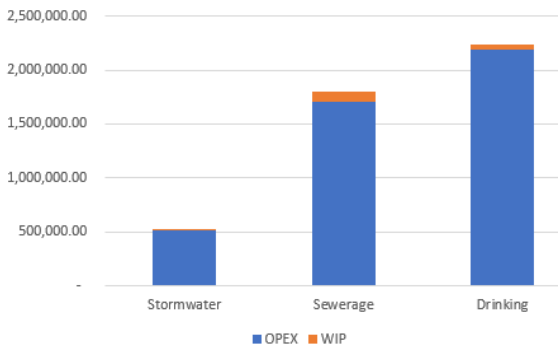
CONTRACTS ASSOCIATED WITH THE 3 WATERS ACTIVITY

NAME	TERM	VALUE
3 Waters Maintenance	Term extended	\$7.7Mb + Variations

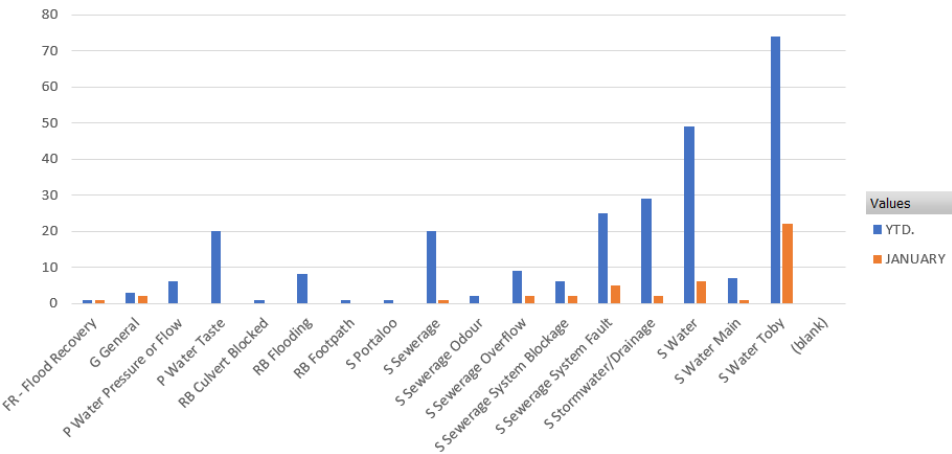
MONTHLY CONTRACT SPEND



3 WATERS SPEND – YTD



CUSTOMER REQUESTS – YTD, MONTHLY



COMPLIANCE

Waste water

☹️

• Blue Bay Scheme compliant

Drinking water

😊

• No compliance issues

Storm water

☹️

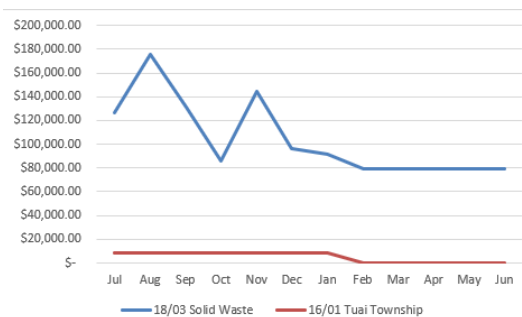
• Undergoing resource consent process
• Silt cleaning work post cyclone is still on going

WASTE MANAGEMENT ACTIVITY

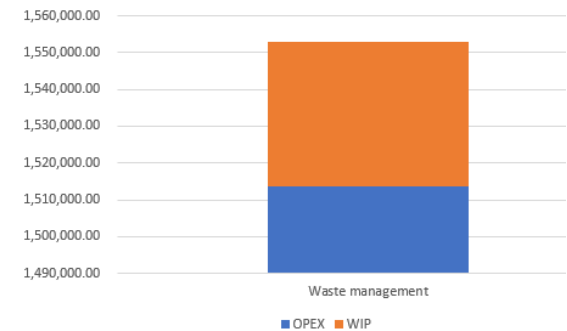
CONTRACTS ASSOCIATED WITH THE WASTE MANAGEMENT ACTIVITY

NAME	TERM	VALUE
18/03 Solid Waste	7y	\$4584428.57
16/01 Tuai Township	3y	\$247,740

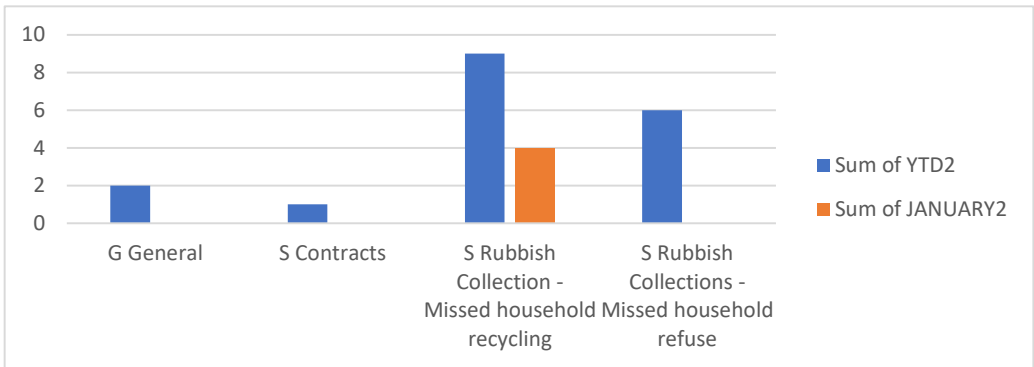
MONTHLY CONTRACT SPEND



WASTE MANAGEMENT SPEND YTD



CUSTOMER REQUESTS – YTD, JANUARY



COMPLIANCE

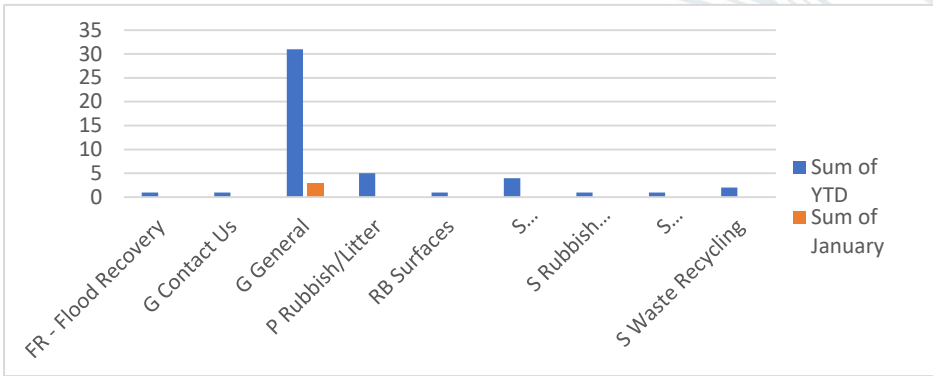


The land fill is nearing the end of its life being 2026, also compliance is becoming an issue as noted in the latest 2022 WSP Solid Waste Services Review, Consequently Councils strategic risk register is indicating this as Extreme and High risks.

This risk is being mitigated with both short term and more importantly long-term solutions – refer Council report – **SOLID WASTE SERVICE REVIEW-14 JUNE 2022**

SOLID WASTE ACTIVITY

CUSTOMER REQUESTS – YTD, JANUARY

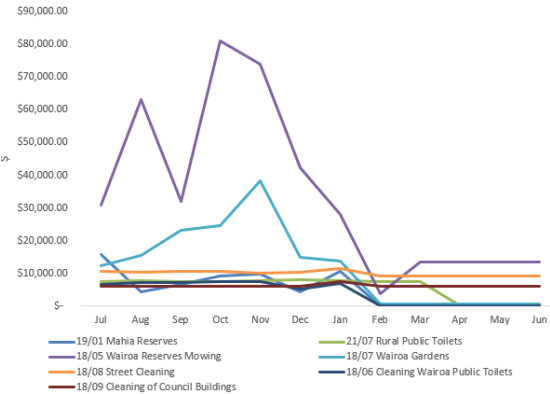


PROPERTY ACTIVITY

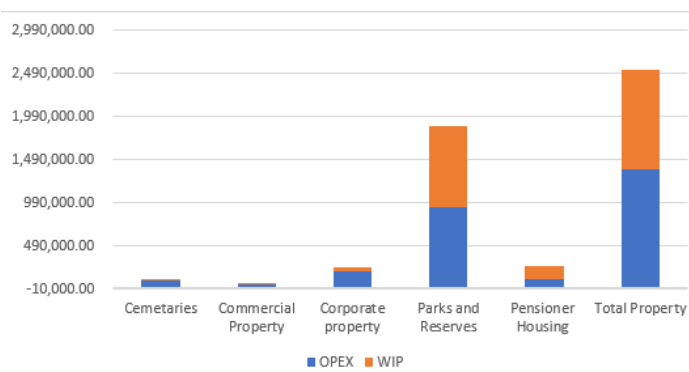
CONTRACTS ASSOCIATED WITH THE PROPERTY ACTIVITY

NAME	TERM	VALUE		
Mahia Reserves	3Y	\$115,580	Street Cleaning	3Y
Rural Public Toilets	1Y	\$140,188	Cleaning Wairoa Public Toilets	3Y
Wairoa Reserves Mowing	3Y	\$538,783	Cleaning of Council Buildings	
Wairoa Gardens	3Y	\$511,410		

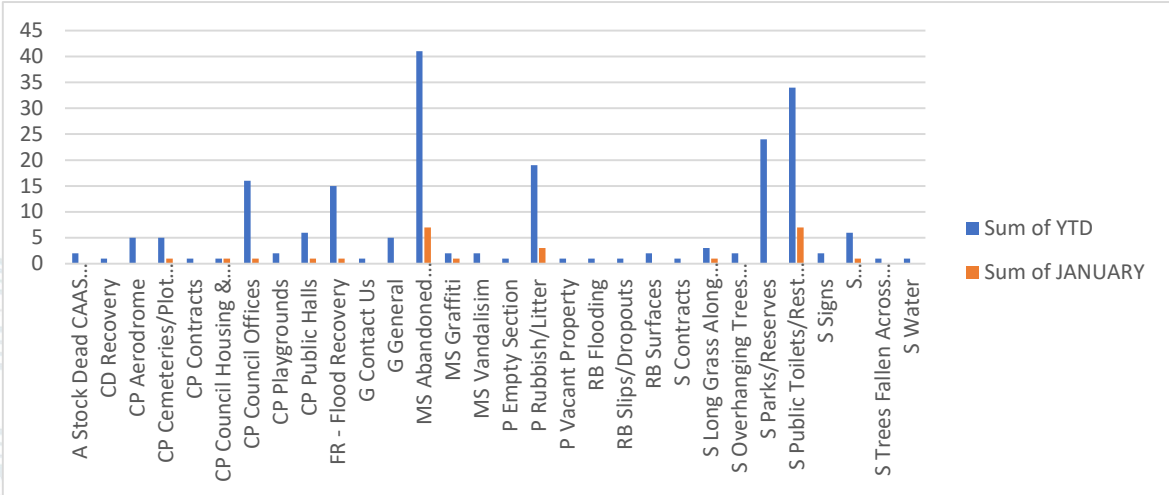
MONTHLY CONTRACT SPEND



PROPERTY SPEND - YTD



CUSTOMER REQUESTS – YTD, JANUARY

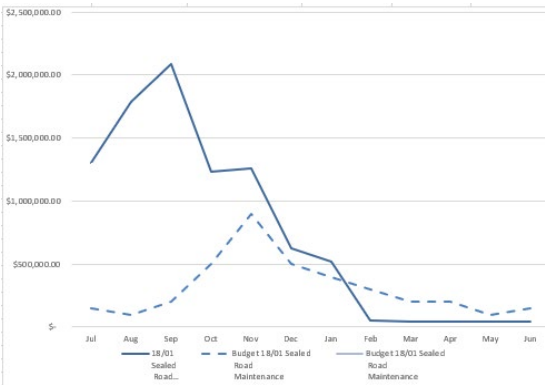


TRANSPORT ACTIVITY

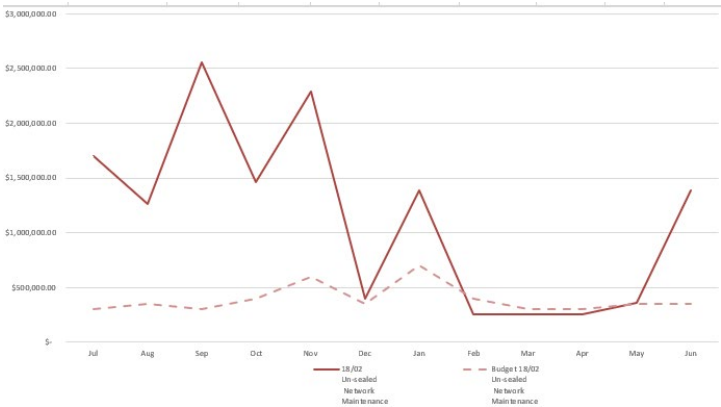
CONTRACTS ASSOCIATED WITH THE TRANSPORT ACTIVITY

NAME	TERM
18/01 Sealed Road Network Maintenance Contract	3y + Term extension of 4yrs
18/02 Unsealed Pavement Maintenance Contract	3y + Term extension of 4yrs 3m

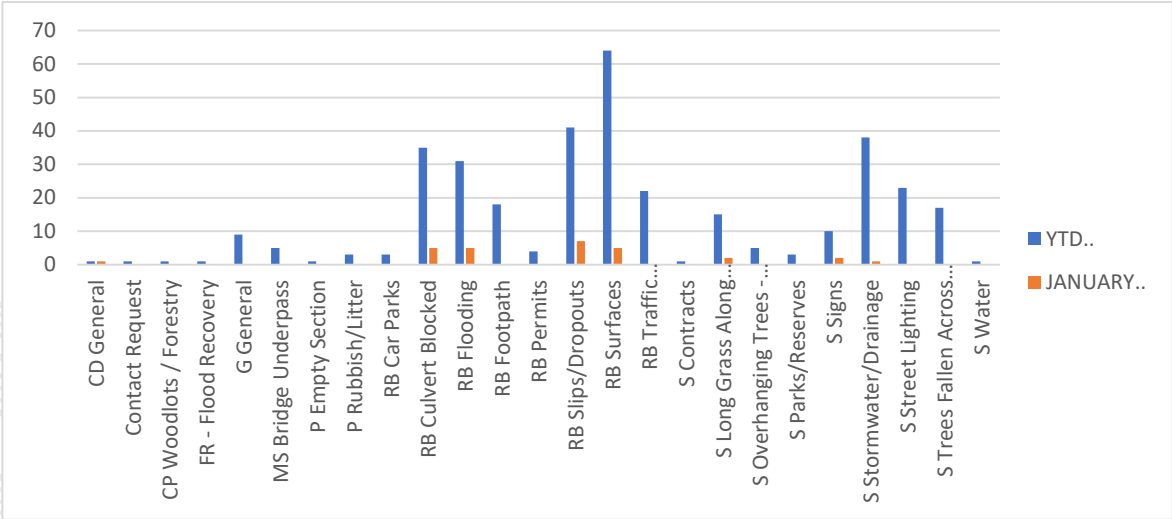
18/01 MONTHLY CONTRACT SPEND



18/02 MONTHLY CONTRACT SPEND

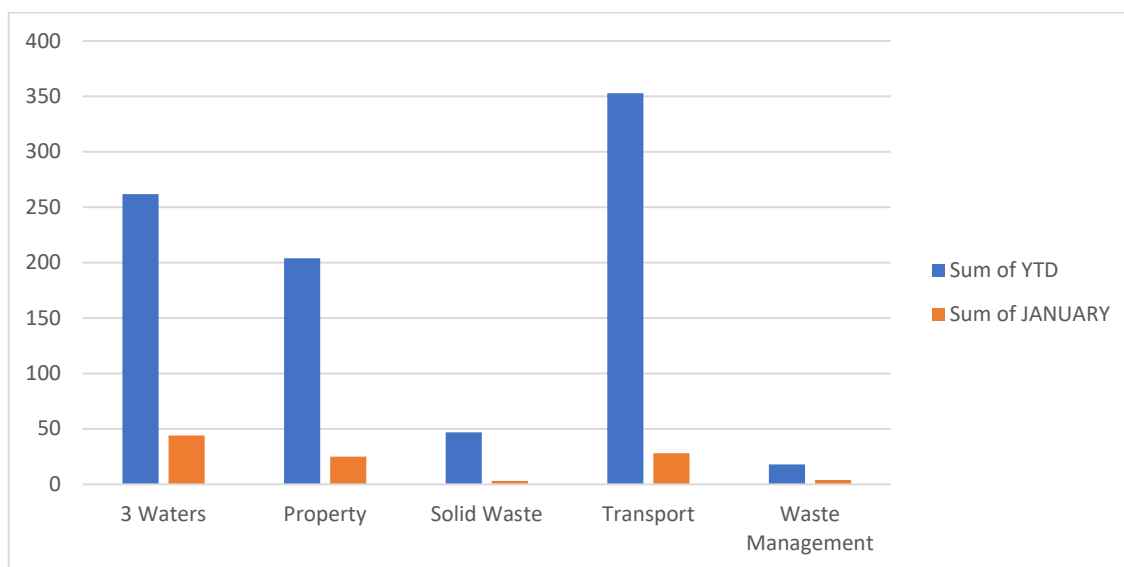


CUSTOMER REQUESTS – YTD, JANUARY



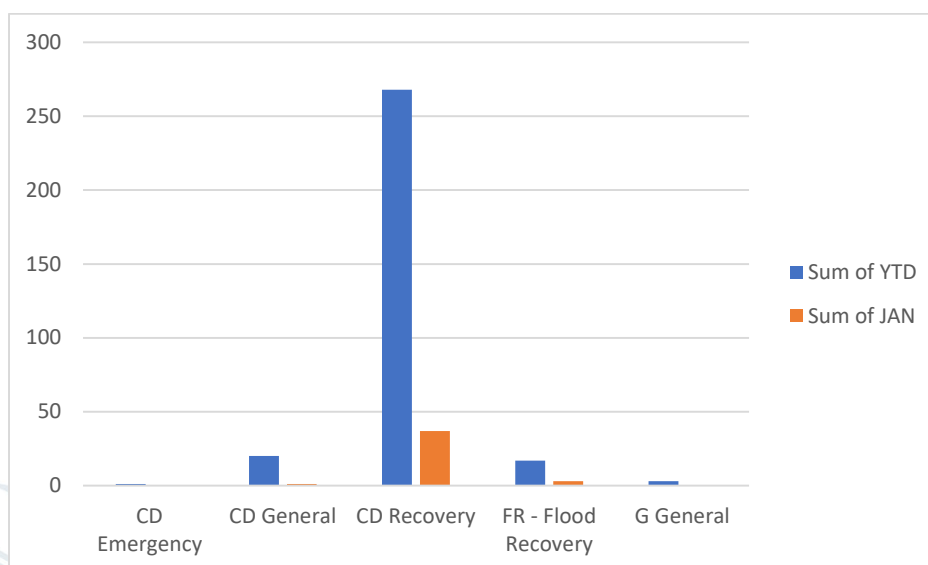
TOTAL CSR'S FOR 3 WATERS, TRANSPORT, PROPERTY, WASTE MANAGEMENT AND SOLID WASTE

CUSTOMER REQUESTS – YTD, JANUARY



TOTAL CSR'S FOR RECOVER

CUSTOMER REQUESTS – YTD, JANUARY



The Hawke's Bay Regional
Land Transport Plan 2024-2034
Consultation Document

Moving us into the future

Have your say
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The easiest way is
online at hbrc.govt.nz

What is the Regional Land Transport Plan and why does it matter?

The Regional Land Transport Plan (RLTP) sets out the regions' transport system planning and investment under the Land Transport Management Act 2003. These plans attract co-investment from the National Land Transport Fund (NLTF) which is made up from a range of revenue sources, such as road user charges and fuel excise taxes. The remaining share of investment comes from local Council rates.

This draft plan is the culmination of many months work by the Regional Transport Committee which is made up of the region's councils, NZ Transport Agency (NZTA), and advisory representatives. It is the opportunity to tell the story of our region's transport system, its challenges, and bid for investment from the NLTF.

Our plan sets out a ten-year vision and strategy for the region and is reviewed every three years. It seeks funding for the first three of the ten years, in line with three-yearly NLTF funding cycle.





Significant investment is required

Resilience, maintenance, protection, and enhancement of land transport is the responsibility of both local and central government, as well as communities and individuals.

Our region requires a significant amount of investment to:

- Rebuild our transport system,
- Maintain our roads,
- Make the transport system more resilient,
- Strengthen our community connections,
- Ensure we have safe journeys on our lifeline State Highways, and
- Strengthen the connection between the two main urban areas to increase resilience, reduce congestion, enhance efficiency, reduce travel times, and unlock economic growth.

It is essential that we reinstate our transport system to previous levels and continue Cyclone Gabrielle response and recovery works as we look to the future transport needs of the region.

Have your say
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Cyclone Gabrielle and the transport challenges we are facing

Cyclone Gabrielle swept through the upper and eastern North Island in mid-February 2023. It was one of the worst storms to hit Aotearoa New Zealand in living history, creating widespread and significant damage, with Hawke's Bay one of the hardest hit regions.

The cyclone delivered gale-force winds and staggering amounts of rain in Hawke's Bay over a relatively short period of time. Every district within the region was affected to varying degrees, with some areas devastatingly impacted.

Significant critical infrastructure such as bridges were destroyed, including RedClyffe Bridge and Brookfields Bridge in Hastings, along with many others. Communities such as Wairoa were completely cut off and the rural roading network was disproportionately damaged.

Massive damage to the State Highway network not only severed communities, but greatly impacted the regions' ability to respond and recover. The State Highways sustained significant damage, most notably State Highway 2 north, cutting Wairoa off for over three months. Our region will be dealing with the impacts of Cyclone Gabrielle for a generation.



Regional Land Transport Plan 2024-2034 Consultation Document | 3



Where we are currently

Our transport system already suffered from under investment across a range of areas - highway and local road maintenance, public transport services, active transport infrastructure to create effective transport choice and decongest our roads, and investment for future housing and employment development.

Cyclone Gabrielle showed that the transport system is at the limit of its durability. State Highway 2 north to Wairoa was closed due to massive damage for over three months cutting off access to communities and support. State Highway 5, our main northbound arterial link to the Upper North Island, was closed to traffic for over six weeks. Diversion routes added three to five hours to people's journeys. Many communities across Hawke's Bay were cut off from family, vital services, and the wider region.

As a region we now need to make sustained long-term investments in our critical lifeline links and local transport network to significantly boost resilience, protect against future risk, and plan for future growth, all while enabling regional economic growth.

Our transport programme proposes major investment in maintenance, operations, and rebuild works. This will come with trade-offs. As a region we must make better use of the transport system

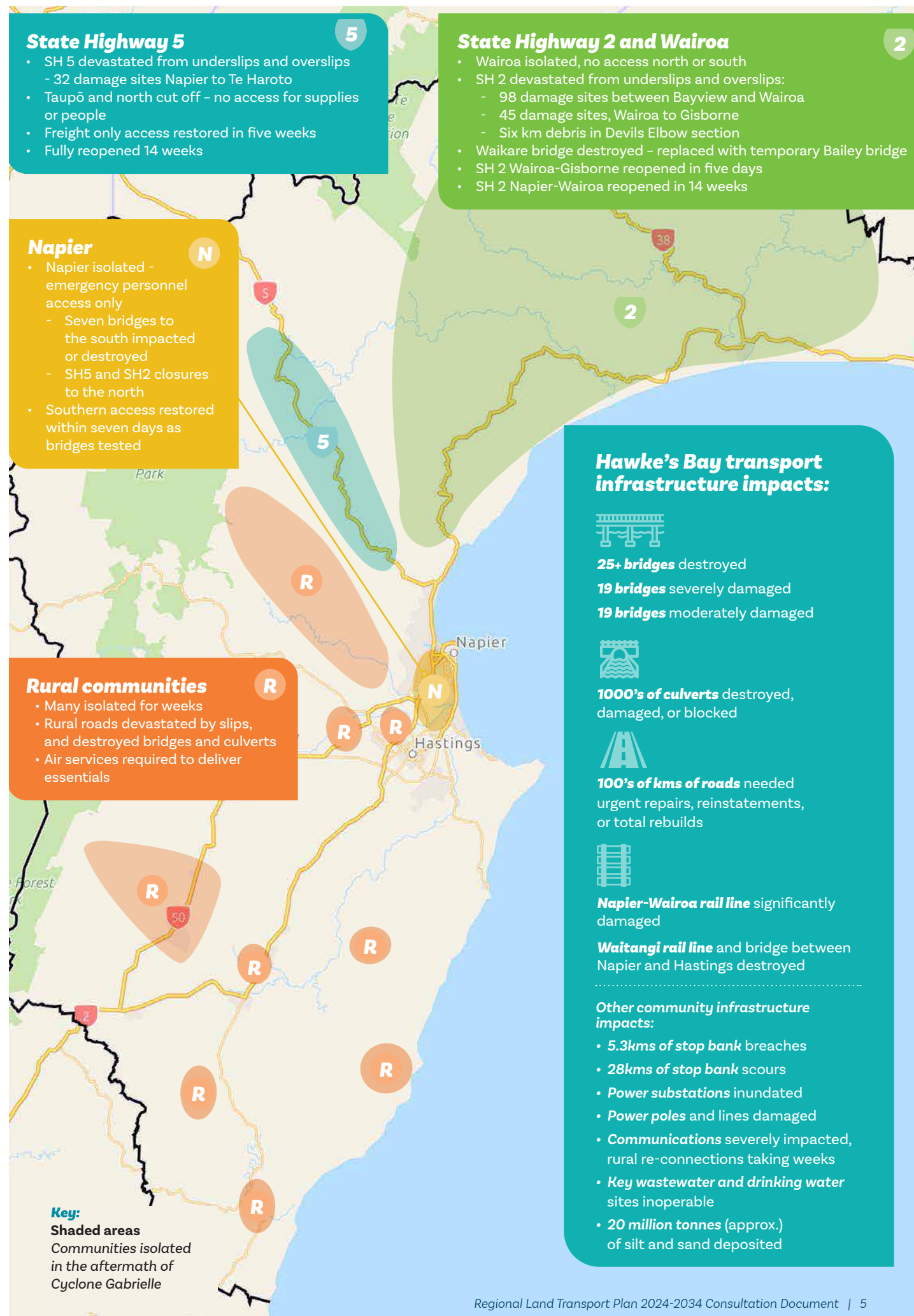
we have got, which may mean, reallocating some space to active travel rather than building new or separated routes. We must work closely together as a region to drive value for money across our transport system.

The long-term strategic vision and objectives proposed in this RLTP articulate what we want our transport system to look like in 20 to 30 years' time. What we are proposing over the next three years presents a good first step on the journey to achieving that vision.

This plan is Hawke's Bay's opportunity to set an investment direction in community connection, resilience, and maintenance while planning for the future. The intent through the rebuild process, dependent on sufficient funding, is to enhance our resilience, protect against future risk, support future growth across our region, enable and enhance system efficiency, and secure vital community connections. It is likely that the rebuild of our transport system will take at least a decade.

Cyclone Gabrielle caused widespread damage across Hawke's Bay. Communities were cut off, some for months, critical infrastructure was damaged and destroyed, and the transport system took a battering.





What is the Land Transport System?

The land transport system connects people to where they live, work, and play, while also linking business to ports, airports, and other regions of New Zealand and the world.

The land transport system is made up of many assets that help to connect our communities and people, and move products and services around, including:



**Paths, walkways,
and cycle trails**



**Railway lines, roads,
and bridges**



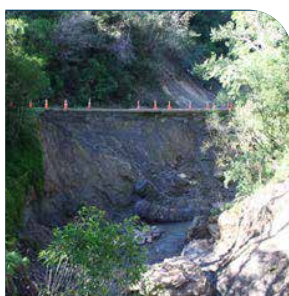
**Bus shelters and
vehicle parks**



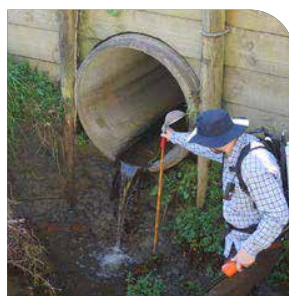
**Intersections
and crossings**



**Traffic signals,
road markings,
and lighting**



Drainage gullies



**Culverts and
bridges**



**Roads – both sealed
and unsealed, along
with a range of
other assets**

Our landscape and environment – and how it influences our transport system

In northern Hawke's Bay, much of the land is unstable, highly erodible, and deeply incised by rivers and streams. In the centre and in the south of the region, more extensive fertile plains have been formed, which are highly productive and bounded by flood protection assets (stop banks). In the west, all these lands are bound by steep ranges and by lower limestone hills in the east, south of Napier.

This landscape constricts movement north on State Highway 2 with a number of roads and bridges through challenging terrain that features bluffs going through deep gorges. This has presented ongoing resilience issues due to slips, rock falls, felled trees, and road surface damage caused by excess water.

In contrast, much of the terrain in urban centres and townships is relatively flat which is favourable for other types of transport such as cycling and public transport. Wairoa's connectivity to the

Hawke's Bay and Gisborne region has significant ongoing challenges as it is particularly vulnerable to weather related events, changing climate, and earthquake risks.

With a changing climate, it is increasingly likely that the region will, at various times, either have too much water or not enough. These weather patterns will exacerbate the region's vulnerability to road failures, disruptions, and adversely impacting our regional economy. This further highlights the need for significantly enhanced resilience across our transport system.

Hawke's Bay is also vulnerable to other natural hazards such as earthquakes and coastal erosion. Combined, these hazards drive up the cost of infrastructure maintenance, renewal, and repair and disruption to the economy.



Regional Land Transport Plan 2024-2034 Consultation Document | 7

Our strategic vision for the region

To support the rebuild over the next 10 years, the Regional Transport Committee has set a strategic vision for what we want the transport system to look like in 30 years’ time.

Vision

An efficient transport system that is resilient, low emissions, safe, provides genuine and equitable choices, and places community wellbeing at its centre.

Objectives

Supporting the vision, our objectives are to:

1. Invest in an efficient transport system that is resilient to changing climate and other risks, with urgency and priority.
2. Drive a low-emissions transport system that reduces the risks associated with global warming.
3. Provide a safe transport system for all users and modes, that reduce the economic and social cost of crash injuries.
4. Support fit-for-purpose, genuine, safe, and equitable transport choices for all users to sustain the health and wellbeing of communities.
5. Integrate land use planning and development to enable effective and efficient use of transport networks.

Priorities

Our regional transport system faces a range of ongoing and new transport challenges and opportunities. Recognising this, the Regional Transport Committee has identified and developed our three main transport priorities over the next decade. The focus is on rebuild, maintenance, and securing safe and resilient journeys. Our transport system needs investment to be in:

1. **Resilience, security, and asset management:**
 - » An efficient, resilient, and reliable low emissions transport system that is prepared for future risk, enhanced to support future growth, and responsive to a changing climate.
2. **Transport choice:**
 - » Provide genuine and safe transport alternatives/choice across routes and modes to sustain the health and wellbeing of communities.
3. **Healthy & safe people:**
 - » A safe transport system for people and communities.

Have your say
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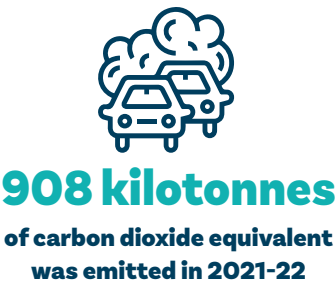


Proposed investment programme at a glance

The total cost for our large scale multi-year projects (10 years) is \$4.6B. This will mostly be across the SH network. The other investments, including maintenance is proposed to be \$1B.

The Hawke’s Bay transport system at a glance

Our regional roading network spans 4,700kms made up of:



Connecting our communities 2024-2034

Our State Highways, owned and managed by NZTA Waka Kotahi, are a vital part of our regional transport system.

They provide essential community connections for the efficient and effective movement of people and freight. While a lot of immediate response and recovery work is underway on these vital links, the medium to long-term programmes of work do not yet have secure funding for freight and to support economic growth.

The infographic sets out the scope and scale of both the planned and proposed works across the regional state highway network. The works cover maintenance, operations, and renewals to help enhance what we have and provide significant improvements in resilience to secure reliable journeys for our region. The proposed programme aims to bring increased resilience, protection, and security to our communities through investing for the future. Other proposed State Highway investments are covered off in different sections of this RLTP.

Overall, some of the key benefits that will be delivered to our region through these investments are safer and more resilient highways, reliable access for communities, industry, and tourism, economic development and efficiency, and increased confidence to attract, develop, and grow industry and employment.

SH5 proposed Resilience Programme

This is a proposed medium to long-term programme of work that has been developed following Cyclone Gabrielle to address resilience challenges and enhancements across the corridor and subject to funding.

Projects in this programme of work include:

- Significant underslip management of number of sites between Te Pohue & Glenngarry
- Overslip Management
- Scour management at a number of sites

These works will ultimately be carried out as part of the Hawke’s Bay Resilience Rebuild.

State Highways ‘Business as Usual’

Maintenance, operations, and renewals activities will continue to be carried out across the SH network including Hawke’s Bay’s State Highways of 2, 5, 50, 51, and 38. These are often unseen works as they are not always ‘shiny’ or ‘new’. They are, however, critical to increased resilience, reliability, and secure journeys into, out of, and around our region. Below are examples of some of the maintenance, operations, and renewal projects that will take place. Over \$100m will be invested in these activities over the next 3 years.



SH5 Safety and efficiency improvements

This is a proposed medium to long-term programme of work to ‘engineer up’ sections to make the roading corridor safer and more efficient, enabling a 90km/h speed limit at Te Haroto to Te Pohue and 100km/h at Te Pohue to Glengarry. This work includes corridor-wide passing opportunities and realignments south of Te Haroto.

Estimated cost: \$650 – \$850M



Proposed State Highway capital projects to secure journeys and enhance resilience.

The following large-scale projects are proposed to help to deliver a safer, more resilient, and efficient network across our region. They seek to not only rebuild, but to enhance the resilience of some critical weak points on the SH network.

1. Hawke’s Bay Resilience rebuild

A significant programme of work across the state highway network to rebuild and enhance resilience.

The specific details and project inclusion of this programme are still being developed and are subject to funding. Enhanced maintenance will be carried out across the network, helping to increase resilience and reliability

Initial cost estimates are between \$1.4B - \$2.6B depending on the final programme of work and funding availability across the network.

2. Waikare Gorge Bridge & Realignment

Instillation of new Waikare Bridge and 4km road realignment.

Estimated cost: \$200m - \$270m

Our transport system's priorities, and the investment required





Transport Priority 1

Resilience, security, and asset management

Like any assets, a transport system requires ongoing investment. As we move into the rebuild phase, investment will be spread across a number of different areas. However, the main focuses for the region over the next decade to enhance our communities and drive economic productivity are:

- Rebuilding our transport system.
- Adding and enhancing resilience across the system.
- Focusing on significantly enhanced business as usual which means maintaining our system.
- Strengthening our community connection.
- Securing safe and resilient journeys on our lifeline state highways.
- Strengthening the connection between the two main urban areas to increase resilience, decongest, enhance efficiency, reduce travel times, and unlock economic growth.
- Providing efficient and effective transport choice for our region and communities.

Focusing on significantly enhanced maintenance, operations, and renewals

Ongoing maintenance, operation, and renewal of our roading network are part of business-as-usual activities across our local roads and state highways. Focusing on maintaining what we have will keep it resilient, safe, reliable, accessible, and fit for intended form and function. Enhanced maintenance, operations, and renewals will be taking place across 4,200kms of local road and 500kms of State Highways.

The 4,200km local roading network, owned by each of the four Councils across the region, provides vital access for communities, people, and businesses. We need a resilient and efficient local roading network that is fit for intended form and function now and

into the future. 82% of our roads are rural and they are often the most vulnerable. Cost inflations and constrained budgets present ongoing challenges to getting the job done.

The 500km of State Highways are owned and managed by NZTA. These provide connection for freight and communities into, out of, and around our region. Maintaining and renewing our state highways is an important part of business as usual, helping to secure reliable, resilient, and safe journeys. A resilient state highway network enables the reliable movement of people and freight, boosting our economic productivity.

Proposed investment 2024 - 2027:

Local Roads: \$353m

State Highways (including Cyclone Gabrielle emergency works): \$230m

More detail: Chapter 3, Section 3.1, pages 21-24 and 28-34

See how we are investing: Chapter 6, pages 65-86

Enhancing resilience in our roading network

Like with many assets, ongoing improvements and enhancements are required to strengthen resilience, increase reliability, and ensure they are fit for their intended form and function. Typically, these investments help make our transport system easier to use, safer, and more resilient. These may be for a range of purposes, such as making an intersection safer, implementing crossing points, or enhancing existing pavements or sidewalks. The reality for Hawke’s Bay is that we will be largely focused on connection.

Benefits of network resilience include that our system being able to effectively respond to and recover from adverse events, ensuring our communities are connected, and people and product can move as needed and have safe and secure journeys with efficient travel times.

The vast majority of our transport system investments over the coming decade have resilience as one of the primary outcomes. As such, it can be said that the overall transport programme seeks to invest in resilience.

A variety of enhancements are planned across our local road and state highway networks.

Proposed investment 2024 - 2027:

Local Roads: \$83m

State Highways: \$5.8m

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Securing, reliable, and safe journeys on our lifeline state highways

Our crucial state highway links, owned and managed by NZTA, along with our local and rural roading networks, connect our people, communities, and products with New Zealand and the world. We need to repair, maintain, and enhance 500kms of lifeline State Highway links. Significant and sustained investment in resilience and efficiency improvements is required on State Highway 2 north to Wairoa and Gisborne, and State Highway 5 Napier to Taupō.

Alongside this, we need to build resilience into the journey of our region’s produce from the farm or orchard gate to their markets. Repairing, enhancing, and strengthening state highways is a key element of building transport system resilience and efficiency. Ultimately, a resilient and reliable transport system will drive economic productivity. The infographic below shows some of the planned and proposed investments across the state highway network in Hawke’s Bay.

Proposed investment 2024 - 2027:

More detail: Chapter 3, Section 3.1, pages 22-24

See how we are investing: Chapter 6 pages 70-73

It is proposed to:

- Secure reliable and resilient journeys on State Highways by repairing damaged and destroyed portions: \$1.5 - \$2.6B
- \$750 - \$830m to provide corridor-wide improvements on SH5
- \$200 - \$260m to provide a resilient solution for Waikare Gorge
- \$60 - \$102m for network wide improvement to keep our communities and people safe
- Many of these works will be delivered over time through a combination of NZTA works and Transport Recovery East Coast (TREC) alliance works.

Strengthening our urban links and driving economic productivity

The Hawke’s Bay expressway is the transport spine of the region and connecting to both the north and south. Our communities rely on the roading network between Napier to Hastings to support economic growth and enable people to get to work, school, and other activities.

With many journeys on the expressway capacity, particularly at peak times, can be challenging. Capacity improvements along the corridor will boost resilience, productivity, and efficiency of the network, as well as connections between the two cities. Additional capacity could support the efficient and reliable movement of freight and public transport.

Proposed investment 2024 - 2027:

To strengthen our urban links:: \$750 - \$830m

More detail: Chapter 3, Section 3.1, page 24



Transport Priority 2

Tansport choice

Creating efficient transport choices to connect our communities and drive economic growth

Efficient and effective transport choices provide options for our people to get to where they need to go. Transport choices can also help to decongest key corridors, freeing them up to support economic development and growth across our region.

Public transport

The Regional Public Transport Plan sets out a step change in our public transport system to ensure that it is efficient, safe, accessible, with highly efficient use of road space, decongesting key corridors and reducing travel times. The plan includes a new bus network between Hastings and Napier that is more frequent and efficient. As a region we need to increase bus patronage. Increasing the efficiency of our public transport system is likely to unlock economic, social, and community opportunities.

Proposed investment 2024 - 2027:

Operations and our step change network 24 – 27: \$45m

More detail: Chapter 3, Section 3.7, pages 34-36

See how we are investing: Chapter 8, pages 92-95

Active transport

To ease congestion and reduce emissions, we need to encourage people to move around through walking, cycling, scooting, or other low-emission forms of transport. This will require behaviour change, easier access to purpose-built infrastructure, and the ability for these different forms of travel to easily integrate. This reduces road maintenance costs and boosts positive health outcomes.

Proposed investment 2024 - 2027:

Active Transport: \$34.5m

More detail: Chapter 3, Section 3.3, page 37

See how we are investing: Chapter 8, pages 89-92



Transport Priority 3 Safety

Keeping our people safe

Hawke's Bay roads have a low safety rating nationally, with deaths and serious injuries having increased on average over the last five years. The monetised social cost of this over the last five years is estimated at \$744m. To reverse these statistics, we need to change driving behaviours, continue with road maintenance and safety infrastructure investment, and implement the new RoadSafe Hawke's Bay strategy.

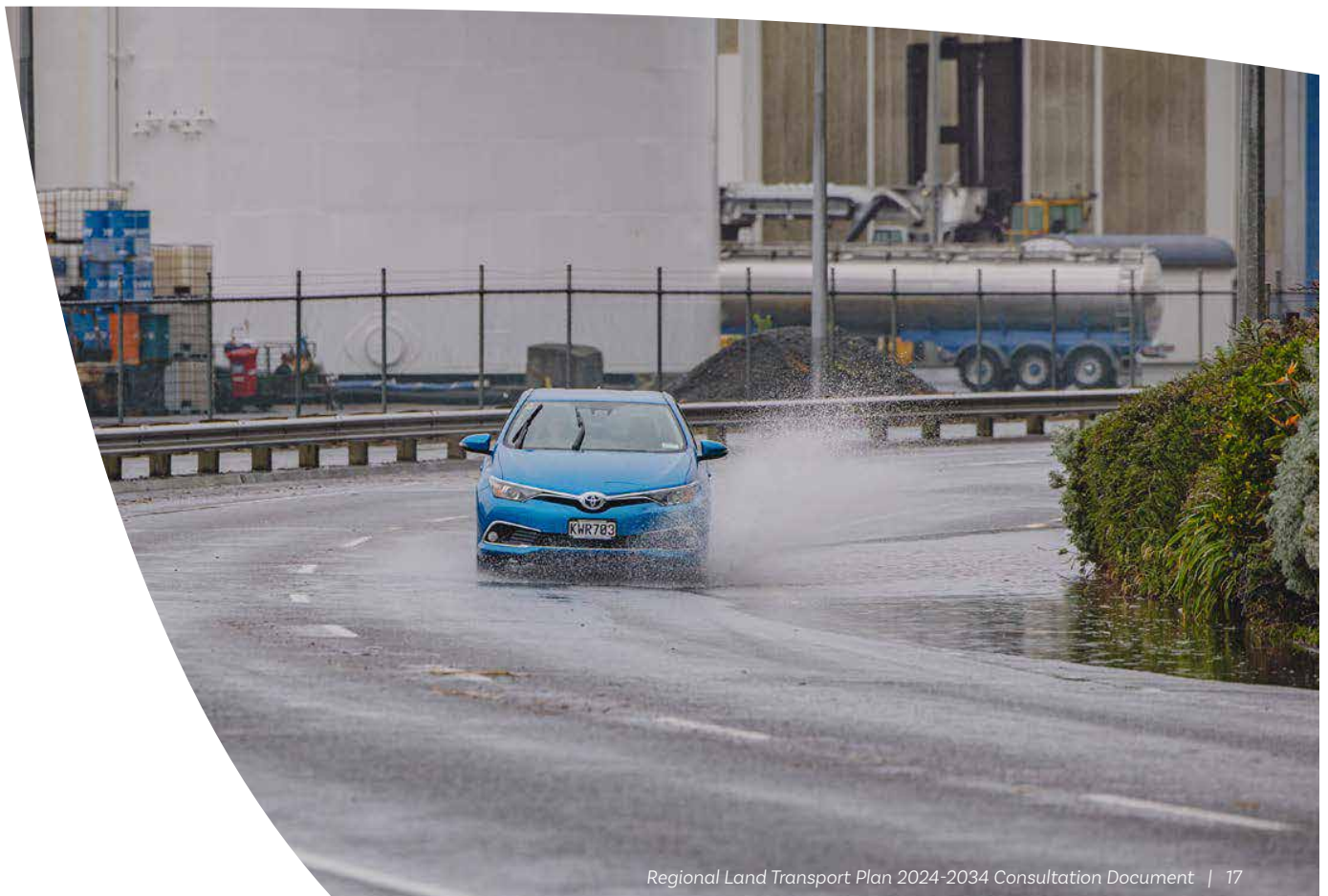
Benefits:

Estimated cost of infrastructure: \$43m

RoadSafe Hawke's Bay education & intervention investment: \$1.9m

More detail: Chapter 3, Section 3.9, pages 41-46

See how we are investing: Chapter 8, pages 101-107



How do we pay for it?

The RLTP is the main way we secure funding from the National Land Transport Fund across a range of different investment classes for our region. This RLTP has a proposed investment programme across three main areas:

Ongoing investments in our regional transport system across existing investment types, including:

- Continuous programmes (Maintenance, Operations, Renewals)
- Low-Cost Low - Risk (\$2m or less)
- Capital works (\$2m or more)

Direct crown funded transport system investments as part of Cyclone Recovery

- Projects on the Horizon – currently unfunded projects required across our transport system.

The investment programme sets out what we propose to do across our transport system for the next decade. The ongoing investments are set out by activity class, as articulated within the draft Government Policy Statement on Land Transport 2024.

Our proposed capital works programme

Most projects in this plan requiring significant investment are likely to be covered in the capital works programme. These projects are prioritised in order of importance to the region. The regionally prioritised programme of capital works is listed below. The capital works programmes are prioritised across a range of evaluation criteria and have a potential score out of 100. The higher the project score, the higher the prioritisation.



Project score rank

1	Waikare Gorge Implementation	92.5
2	Future Form & Function review & PBC	91.3
3	SH2 4 laning	85.0
4	Tairāwhiti Wairoa Resilience - Rebuild (implementation)	82.5
5	Hawke's Bay Resilience rebuild	82.5
6	Mahia Connectivity	78.8
7	SH2 Waipawa Bridge shared path	76.3
8	SH5 (incl. safety) programme of work	73.8
9	Te Mata - Waimarama roundabout	65.0
10	North Eastern Connector - Hastings	61.3
11	SIP SH2 Paki Paki to Napier - Media Barrier	48.8
12	SH2 Eskdale commercial vehicle rolling safety centre	40.0

Have your say 
Tukua mai ō whakaaro



The easiest way is
online at hbrc.govt.nz





In Conclusion

Our transport system already suffered from an under investment across a range of areas - highway and local road maintenance, public transport services, active transport infrastructure to create commuter choice and decongest our roads, and investing for future housing and employment development. Gabrielle showed that our transport system is at the limit of its durability. The Joint Transport Committee would value your thoughts and input about this plan, and whether or not what is proposed offers a pathway for us to gain the resilience, strength, safety and choice we want for our transport network.



Hawke’s Bay Regional Land Transport Plan 2024-2034 feedback

There are a number of ways to share your views with us on this consultation.
Please read the Hawke’s Bay Regional land Transport Plan consultation document before having your say.
Thanks for taking the time to get involved.

First name: Last name:

Email:

Address:

If you are submitting as the official spokesperson on behalf of an organisation, please give the organisation name here:

Constituency: ☐ Ahuriri-Napier ☐ Heretaunga-Hastings ☐ Ngaruroro ☐ Tamatea-Central Hawke’s Bay ☐ Wairoa ☐ not sure ☐ out of region

Are you a Hawke’s Bay ratepayer? ☐ Yes ☐ No

1. Do you support our 30 year regional transport system strategic vision?

Please circle (5 = Strongly support | 1 = Strongly against) 5 4 3 2 1

Additional comments:

2. Do you support our proposed strategic objectives?

Please circle (5 = Strongly support | 1 = Strongly against) 5 4 3 2 1

Additional comments:

3. When considering our 10 year transport priorities do you agree we’ve got the in the right order?

Please circle (5 = Strongly support | 1 = Strongly against) 5 4 3 2 1

a. Would you change anything, if so, what?

4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild?

☐ Yes ☐ No

a. Why / Why not?

Have your say
Tukua mai ō whakaaro





The easiest way is
online at hbrc.govt.nz

5. Considering the initial proposed work on the vital state highway links, do you think this will provide increased resilience, reliability, and efficiency for our region?

☐ Yes ☐ No

Please explain

7. When considering the prioritised programme of capital works (refer pg xx), do agree the prioritisation is right?

Please circle (5 = Strongly support | 1 = Strongly against) 5 4 3 2 1

a. If we haven't got it right, what should the rankings be?

8. Do you have any further thoughts on the draft RLTP?

Need more room? You can attach extra pages, just make sure they include your name and address.

Do you wish to present your submission to the Regional Council at a hearing between 7 - 9 May 2024.

☐ Yes ☐ No If yes, please provide a daytime contact number and/or email address.

Privacy Statement - Submissions are public information. Your name and feedback will be included in public documents as part of the decision-making process. All other personal details will remain private. This information will be held by Hawke's Bay Regional Council but only for the purpose of this feedback process.

One submission per individual or organisation. If your submission is out of scope, you may be asked to resubmit. You will have opportunities to provide feedback on the detail of the Strategy as part of a formal consultation process at a later date.

Online: hbrc.govt.nz, search: #consultation or scan our QR code
Email: haveyoursay@hbrc.govt.nz
Post: Hawke's Bay Regional Council, Private Bag 6006, Napier 4142
Hand deliver: 159 Dalton Street, Napier

We must receive your submission by 8pm on Sunday 14 April 2024.



hbrc.govt.nz

TE REINGA BRIDGE

Presentation to Crown Infrastructure Partners and
Cyclone Recovery Unit Officials

11 March 2024



CONTEXT

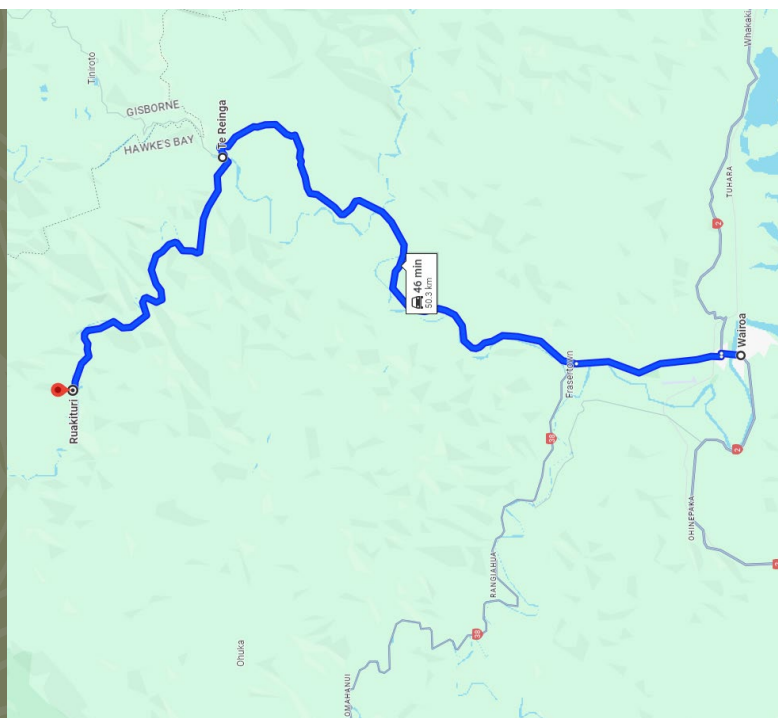
Te Reinga Bridge located at Te Reinga, 30 minutes drive north of Wairoa

The bridge spans the confluence of the Ruakituri and Hangaroa Rivers

Provides key point of access to the Ruakituri community, and access to Te Reinga Falls Scenic Reserve

Approximately 150 residents rely on the bridge

Alternate route(s) add ~1.5 hours to travel to Wairoa



BACKGROUND

Te Reinga Bridge severely damaged during March 2022 storm events
Temporary repairs completed, with permanent repairs planned to be completed in mid-2023
Cyclone Gabrielle resulted in the bridge’s centre pier being washed out, causing irreparable damage to the bridge
Bridge was subsequently demolished in June 2023
Significant social and economic impacts on impacted residents and wider Wairoa district



TEMPORARY SOLUTION

Temporary bridge was officially opened on 19 March

Collaborative project including Wairoa District Council, WSP, QRS, Lattey, and Novare

Funding provided by NZ Transport Agency, under Cyclone Gabrielle Emergency Works Response

Includes a 42 metre long Bailey Bridge and large staging platforms at either end due to 92 metre river span

Open for General Access, not 50MAX and HPMV



PERMANENT SOLUTION - OVERVIEW

Feasibility Report completed

- Summarises the condition of the previous structure, the damage caused by the cyclone and a feasibility assessment of bridge and alignment options.
- Three overarching options assessed; Do Nothing, Replace Bridge, Realign Road
- Recommended that a new bridge be constructed, designed to modern day standards

Structural Options Report completed

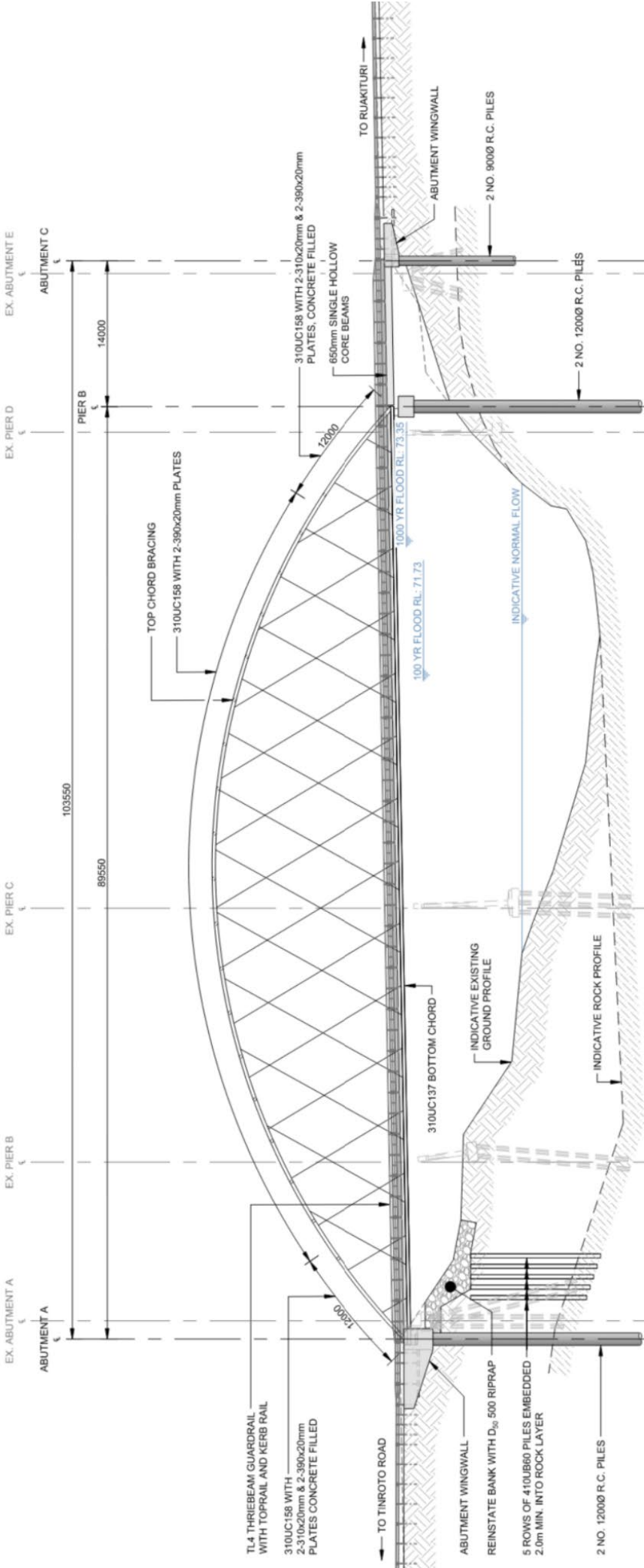
- Assessed various bridge structure and carriageway options
- Network Arch bridge recommended

\$14M Central Government funding approved via Crown Infrastructure Partners

- Funding agreement has been formalised



PERMANENT SOLUTION – CONCEPT DESIGN



PERMANENT SOLUTION – OPPORTUNITIES

Once in a lifetime opportunity to provide a reliable and resilient long term solution for affected communities

A network arch bridge aligns best with iwi and cultural values, removing the need for piers in the waterway

Utilising existing Engineering Professional Services contract to expedite work completed to date, and future planning/design works

Upskilling of local subcontractors, to be engaged by lead contractor



PERMANENT SOLUTION – RISKS / CONSTRAINTS

Funding

- Delays for funding approval will delay project timeframes

Budget

- Initial budget based on high level cost estimate. Risk that this may not be enough due to project complexities and supply chain shortages

Land

- Historic bridge and planned bridge within Māori freehold land. Engagement with impacted parties is underway to resolve this, however may result in increased cost and time if legal acquisition is required

Constructability

- There are limited suppliers capable of building network arch bridges. Early contractor engagement is a key part of the procurement plan and will mitigate this risk



PERMANENT SOLUTION – NEXT STEPS

Formalise funding agreement with Crown Infrastructure Partners

Progress preliminary design

Community and tangata whenua engagement

Undertake early contractor engagement

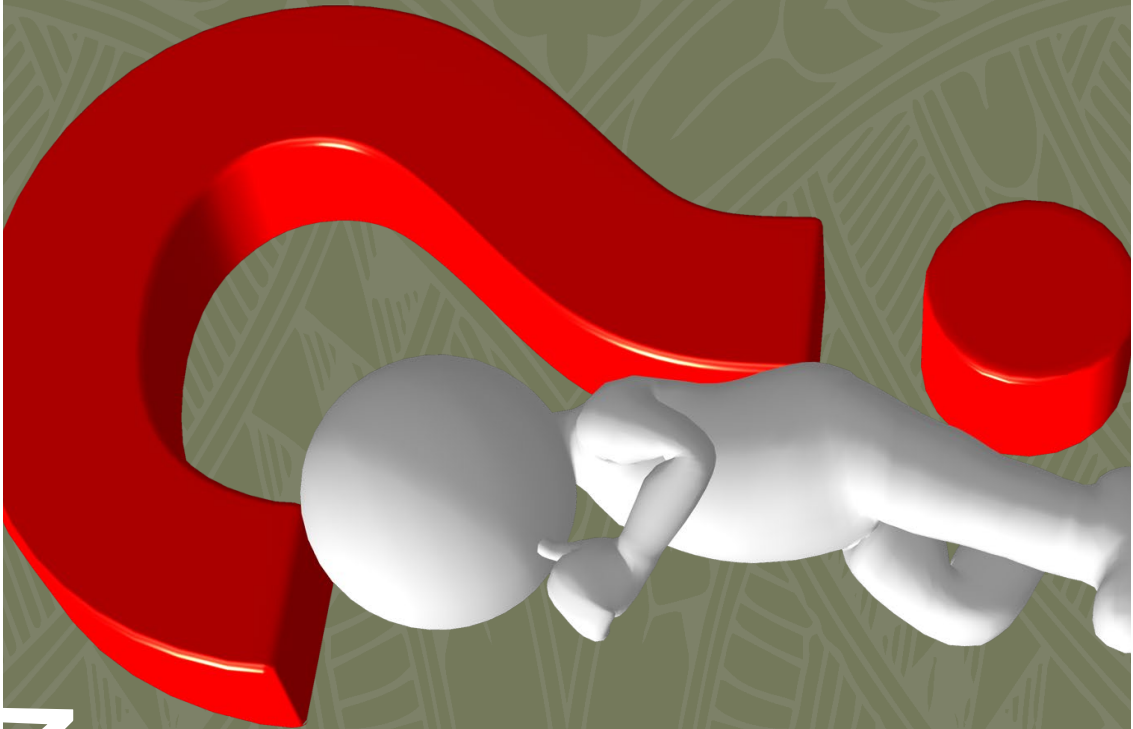
Progress detailed design

Secure lead contractor

Construction



QUESTIONS / DISCUSSION



Draft Government Policy Statement on land transport 2024-34

March 2024

Not Government policy

CONSULTATION DRAFT



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Minister's Foreword

New Zealand's economic prosperity is underpinned by a transport network that enables people and freight to move around efficiently, quickly, and safely. This draft Government Policy Statement on land transport 2024 (GPS 2024), which is now out for consultation, sets out the Government's ambitious land transport investment agenda, designed to boost economic growth and productivity, resilience, reliability, and safety.

The draft GPS 2024 outlines the Government's land transport investment priorities, and guides expenditure of around \$7 billion from the National Land Transport Fund (NLTF), and around \$1.5 billion from local government, each year.

This GPS sets the balance between investing in new projects and ensuring we maintain and repair our existing infrastructure. It focusses on achieving four key strategic priorities:

- Economic Growth and Productivity
- Increased Maintenance and Resilience
- Safety
- Value for Money.

As part of GPS 2024, we are embarking on a significant programme of new and improved land transport infrastructure. Core to this is the re-introduction of the successful Roads of National Significance programme, which was started under the previous National Government in 2009.

These investments will ensure that key connections are provided so that Kiwis can get to where they need to go, quickly and safely. These investments will also reduce congestion on our roads, provide low-emission transport options in our main cities, and create a more productive and resilient transport network, driving economic growth, and unlocking land for thousands of new houses.



This GPS reintroduces a focus on increasing economic growth and productivity as a priority for land transport expenditure. Including economic growth and productivity as a strategic priority will help to ensure we meet our full potential as a nation. Moving people and freight as efficiently, quickly, and safely as possible is critical to achieving these priorities. GPS 2024 brings about a significant change in focus, realigning transport expenditure to better support economic growth, and to ensure all New Zealanders are provided with a well maintained and reliable transport network.

We also recognise the importance of local and rural roads in connecting our communities and businesses to key routes, and the importance of ensuring the whole network is maintained to a reliable standard.

Maintaining the road network is a priority in GPS 2024. To fix the increasing number of potholes on our roads that has occurred in recent years, and to prevent further deterioration in roading quality, GPS 2024 increases road maintenance funding by \$640 million, compared to the draft GPS released by the previous Government in

August 2023¹. This additional funding is reflected in the newly established State Highway Pothole Prevention and Local Road Pothole Prevention activity classes, to ensure that funding is focussed on fixing this growing problem.

The targeted investments in Auckland and Wellington public transport will reduce congestion and help to unlock the potential of our main cities. This GPS will invest in public transport with, up to \$2.3 billion available for public transport services, and up to \$2.1 billion available for public transport infrastructure over the next three-years.

Road safety is a responsibility we all share, and improving road safety in an efficient manner is a priority for this Government. Road deaths and serious injuries (DSIs) place a substantial burden on families, society, the economy, and the health sector each year.

GPS 2024 acknowledges these impacts and directs investment toward road policing and enforcement, fixing potholes and increasing the level of road maintenance completed on the road network to make our roads safer, and cost-effective infrastructure investments that will help to improve the safety of road users through safe infrastructure. Road safety investment is also directed to educating road users through road safety promotion.

GPS 2024 will also include investment in infrastructure to reverse recent speed-limit reductions where it is safe to do so, enabling people to get to where they need to go quickly and safely. This includes the NZTA increasing speed limits to 110 km/h on roads that are engineered to that safety standard.

Ensuring that investment in transport is resulting in better outcomes is a key focus of GPS 2024. A significant amount of taxpayers' money will be invested in transport over the period of this GPS. This investment must deliver better outcomes for New Zealanders and for future generations of New Zealanders.

We also recognise the increase in pressures on the NLTF and the need to increase revenue, with the draft GPS 2024 proposing to increase revenue by more than 30 percent over the coming three years. To help Kiwis through the cost-of-living crisis, we have also committed to not increasing Fuel Excise Duty (FED) or Road User Charges (RUC) rates during this term of government, instead supplementing the NLTF with significant Crown funding.

Delivering the Roads of National Significance and public transport projects will require the use of alternative delivery models, and a broader range of funding options and financing models. The Government expects public private partnerships, and other opportunities to use private expertise and finance, will be considered for all major projects.

The Government is also signalling a number of system reforms we will implement in parallel with the delivery of this GPS. These reforms will provide more sustainable revenue, help contain costs and make it easier for delivery agencies to do their jobs. Key among the changes is a move to a 10-year NLTP, which will provide more certainty to local authorities and their commercial partners, and to the travelling public.

I invite you to provide feedback on the priorities and programmes in the draft GPS 2024 and help build and maintain a transport system that is productive, resilient, and provides for economic growth.



Hon Simeon Brown
Minister of Transport

¹ This difference has been calculated at the midpoint of the funding ranges.

Section 1: Introduction to GPS 2024

The Government Policy Statement on land transport (GPS) sets out the government's land transport strategy. This includes, among other things:

- what the government expects to be achieved from its investment in land transport through the National Land Transport Fund (NLTF)
- what the government expects to be achieved from its direct investment in land transport
- how much funding will be provided and how the funding will be raised
- how it will achieve its outcomes and priorities through investment in certain areas, known as "activity classes" (e.g., the maintenance of state highways or road policing)
- a statement of the Minister's expectations of how the New Zealand Transport Agency (NZTA) gives effect to this GPS.

In this way the GPS influences decisions on how funding from the NLTF is invested (see Figure 1). It also provides direction to local government, KiwiRail and NZTA on the type of activities that should be included in Regional Land Transport Plans (RLTP), the Rail Network Investment Programme (RNIP) and the National Land Transport Programme (NLTP) respectively.

Local government, the NZTA, the New Zealand Police, KiwiRail, and other approved organisations under the Land Transport Management Act 2003 (the Act) can receive funding from the NLTF for the land transport activities they deliver, such as the construction and maintenance of state highways, local and rural roads, road policing, and public transport.

In turn, Regional Land Transport Plans (RLTP) must be consistent with the GPS. This means the direction and aims of the GPS have a

direct influence on the funding that goes to regions and activities. The NZTA determines the specific activities funded from the NLTF based on the direction provided by the GPS.

A GPS is issued by the Minister of Transport (the Minister) under terms specified in the Act. This GPS (the Government Policy Statement on land transport 2024 (GPS 2024)), covers the financial period 2024/25 to 2033/34, and will take effect from 1 July 2024.

The Government recognises that one of the action items in the current Emissions Reduction Plan (ERP1), prepared under the previous Government, refers to *ensuring the next Government Policy Statement on Land Transport guides investment that is consistent with the emissions reduction plan*. Following the general election and a change of government in late 2023, the intended emissions reduction policies foreshadowed by the previous Government are being reassessed. For this reason, GPS 2024 has not undertaken the alignment exercise as anticipated in ERP1.

The Emissions Trading Scheme (ETS) is the Government's key tool to reduce emissions. In addition to the ETS, matters relating to climate change/emissions reduction issues are being worked through and will be addressed during development of the second Emissions Reduction Plan (ERP2). This will include deciding on the cross-sector policy mix, to ensure the second emissions budget is achieved, and we are on track to achieve net-zero by 2050. *[This will be updated to reflect ERP2 when the final version of GPS 2024 is published.]*

Alongside GPS 2024, the Government is committed to doubling renewable energy through its Electrify NZ policy by removing red tape and regulatory constraints. The Government is also committed to delivering 10,000 public EV chargers by 2030, subject to cost benefit analysis. Doubling renewable

energy and delivering a comprehensive, nationwide network of public EV chargers will reduce New Zealand's emissions by enabling the electrification of New Zealand's vehicle fleet.

GPS 2024 covers NLTF spending of over \$20 billion across the next three years. Revenue to cover this expenditure comes from user charges such as fuel excise duty, road user charges, vehicle registration and tolls, and income from the sale and lease of state highway property. In addition, the NLTF is topped-up by direct funding from the Crown in the form of grants and loans.

Over the next decade, a significant portion of the NLTF is committed to maintaining and operating the system. This includes maintaining state highways, local and rural roads, continuing to deliver better public transport and maintaining public transport infrastructure, maintaining the rail network, promoting road safety, and road policing. The NLTF also needs to meet its debt repayment obligations – including payments for existing roads built through Public-Private Partnerships (PPPs).

Figure 1. The role of the GPS in the land transport planning and funding system

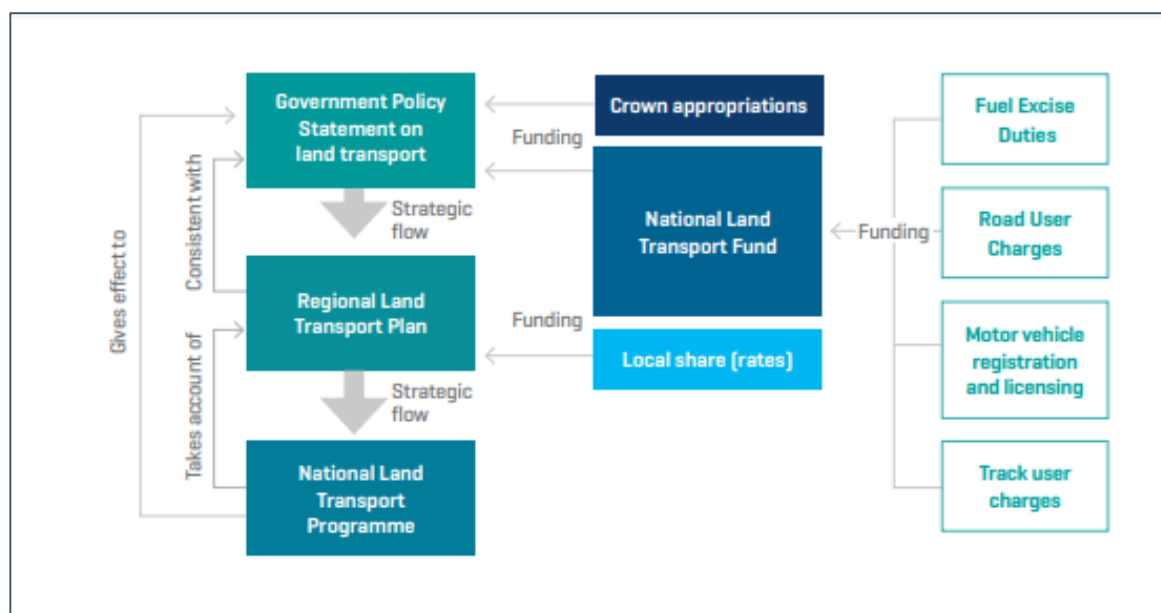


Figure 1. The GPS provides the strategic direction and sets the government funding contribution for Regional Land Transport Plans and the National Land Transport Programme.

The remainder of this document consists of:

- Section 2:** System Reform
- Section 3:** Strategic Priorities
- Section 4:** Investment in land transport
- Section 5:** Statement of Ministerial expectations
- Appendix A:** Debt Repayment schedule
- Appendix B:** Crown Investment Programme
- Appendix C:** Glossary/Definitions

Section 2: System Reform

Transport is a critical economic enabler, ensuring that people and goods can move efficiently and safely, connecting people with both economic and social opportunities.

The Government’s top priority for transport investment will be to support economic growth and productivity in the New Zealand economy.

The Government’s overarching goal for transport is an effective, efficient, safe, secure, accessible, and resilient transport system that supports the growth of our country’s economy in order to deliver greater prosperity, security and opportunities for all New Zealanders.

This Government Policy Statement will reshape the direction of transport investment in New Zealand, with a significant focus on building and maintaining our state highway network to help achieve these objectives.

New Zealand is facing an infrastructure deficit which has grown over time, due, in part, to the following factors:

1. The transport sector is facing significant cost increases resulting in the affordability of maintenance and new infrastructure projects becoming more challenging through the traditional funding models.

2. The usefulness of fuel usage as a proxy for road usage is rapidly diminishing, due to growing fuel efficiency of vehicles and the shift to electric vehicles (Figure 2).
3. The current system is based on a pay-as-you-go model, where revenue is spent as it is raised, with limited access to long term funding and financing tools. Long-term funding and financing tools are used overseas to build transport infrastructure.
4. Consenting and property acquisition for major infrastructure projects has become more challenging, adding significant costs and delays to projects.

For example, the Mount Messenger project in Taranaki has been the subject of repeated litigation relating to consenting and property acquisition. The result has been cost increases, uncertainty for affected residents and a postponing of the benefits that will arise once the much-needed project is complete.

Figure 2. Vehicle Kilometres Travelled vs. fuel consumption

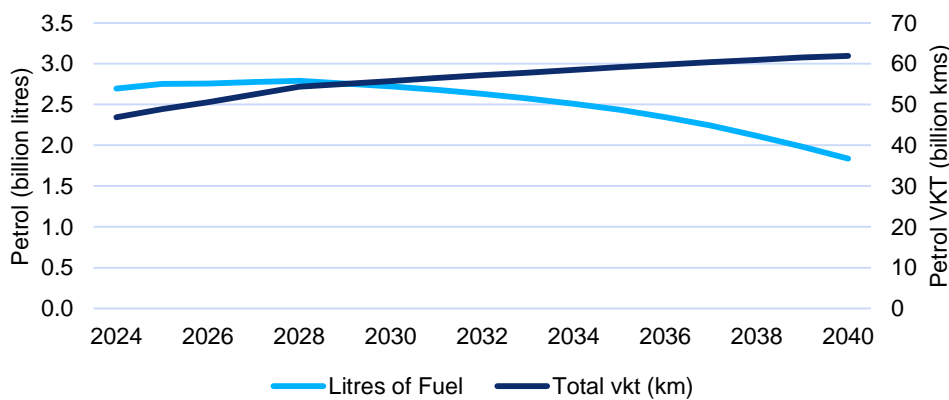


Figure 2. Total petrol consumption is forecast to decrease, despite a continuing increase in road travel distances, due to an increase in the fuel efficiency of vehicles and the shift to electric vehicles.

Source: Ministry of Transport NLTF revenue model.

The Government will be undertaking major reforms to address these challenges with the Ministers of Transport, Infrastructure, and Regional Development working closely together to establish a new framework for investment in New Zealand's infrastructure, delivering on the Government's objectives.

These reforms include:

1. Once established, the National Infrastructure Agency (NIA), and the Infrastructure Commission, will work closely with the NZTA to develop a 30-year plan for transport infrastructure in New Zealand and connect local and offshore investors with transport projects. These projects will include the Roads of National Significance, major public transport infrastructure, and other transport infrastructure which are identified as part of the Government's long-term infrastructure plan. This GPS will require NZTA to consider alternative funding and financing arrangements for all new infrastructure projects to ensure that New Zealand delivers more infrastructure sooner.
2. Fast tracking of consents for major infrastructure projects. Legislation is already underway to provide fast-track consenting approvals. The changes are expected to support the major transport projects within this GPS, including the Roads of National Significance and rapid transit projects. This is a significant step change which means confidence is provided to the construction sector to invest in the capability and equipment needed to deliver these projects.
3. Making it easier to sell land that is no longer required for transport purposes.
4. Rapidly advancing reforms to the National Land Transport Fund's revenue system. The first step of this is already underway, with light electric vehicles required to pay Road User Charges from April 2024. The next steps include requiring all road vehicles to move from Fuel Excise Duty to Road User Charges, which is a fairer way of charging for road use based on weight and distance. As part of these reforms, we will reform tolling legislation and allow for time-of-use charging on the most congested parts of New Zealand's road network, helping to reduce congestion and maximise use of existing assets. Technology will be a critical enabler of these reforms. We expect to advance these reforms over the course of this GPS. Legislative changes will be required to achieve these reforms. It is expected that the Ministry and the NZTA will jointly report to the Minister on the future of land transport revenue within three months of the release of draft GPS 2024.
5. Amending the Land Transport Management Act to require future Government Policy Statements on land transport to adopt a 10-year investment plan, bringing it into alignment with local government Long Term Plans (LTPs), and providing the NZTA Board with greater confidence and certainty to invest in long-term projects and deliver on a long-term transport infrastructure pipeline.
6. Restoring the credibility of the Emissions Trading Scheme (ETS). The ETS is the Government's key tool to reduce emissions. The Government is committed to reestablishing a strong and stable ETS after the failed auctions in 2023, which were caused by policy uncertainty and changes to the ETS auction settings. Other matters relating to climate change/emissions reduction issues are being worked through and will be addressed during development of the second Emissions Reduction Plan. This will include deciding on the cross-sector policy mix to best ensure the second emissions budget is achieved and that the economy is on track to achieve net-zero by 2050. *[This will be updated to reflect the state of play of ERP2 when the final version of GPS 2024 is published.]*

Section 3: Strategic Priorities

The Government has four Strategic Priorities which this GPS will deliver against:

- Economic Growth and Productivity
- Increased maintenance and resilience
- Safety
- Value for money.

Strategic Priority: Economic Growth and Productivity

The Government's top priority for investment through this GPS is to support economic growth and productivity. Efficient investment in our land transport system connects people and freight quickly and safely, supporting economic growth and creating social and economic opportunities including access to land for housing growth.

Core to this priority will be the re-introduction of the Roads of National Significance programme, which was started under the previous National Government in 2009. The Government will also invest in major public transport projects alongside local government to deliver more travel choices and reduced congestion in our major cities.

Strategic investments in land transport, including the Roads of National Significance, combined with better use of existing infrastructure, will boost New Zealand's long-term growth prospects, and improve housing affordability – making a material difference to our nation's standard of living.

New Zealand has among the least affordable houses in the world, the result of a persistent undersupply of houses. New Roads of National Significance and major public transport projects will unlock access to greenfield land for housing development and support greater intensification to ultimately improve housing supply, choice and affordability.

These investments will also bring benefits for national economic growth and productivity,

particularly given that state highways carry most of New Zealand's inter-regional freight and link major ports, airports and urban areas. The expectation is that land transport funding will be directed into projects and activities that will support improved productivity and economic growth. The transport sector supports economic growth and productivity by providing quality transport connections, which enable goods and people to reach their destinations efficiently.

Optimising the use of existing networks and services to deliver an appropriate level of service for users will be critical. In addition, improving the productivity of the transport system, to help manage flows and congestion, will be important to allow users to make decisions in real time.

It is expected that part of this optimisation will lead to greater use of digital infrastructure and information systems to improve productivity in the transport system, particularly in the management of New Zealand's supply chain.

Road pricing, such as tolling and time of use charging, will play a key role in the delivery of the Roads of National Significance programme, as part of a wider package of transport revenue and investment tools.

Tolling provides an opportunity for an additional source of revenue and will support infrastructure which provides reduced travel times compared to alternative routes. Time of use charging will improve travel times and

network performance, reducing overall costs for freight businesses and their customers.

Investments in rail should be focused on the busiest and most productive parts of the existing rail network, to support efficient movement of freight. This will complement investment in our state highway network to deliver a productive and efficient supply chain. Investment in metro rail networks will also support the efficient movement of people in Auckland and Wellington.

Roads of National Significance (RoNS)

The Government will reintroduce the successful Roads of National Significance programme to achieve its strategic priorities. The Roads of National Significance are some of New Zealand's most essential state highway corridors that require significant development and investment that, when complete, will reduce congestion, improve safety, support housing development to address New Zealand's ongoing housing crisis, boost economic growth, and provide a more resilient roading network.

The New Zealand Institute of Economic Research carried out a report that was focussed on two proposed RoNS, Warkworth to Wellsford and Cambridge to Piarere, finding significant economic benefits with these projects. The report found that, once operational, each of these RoNS would contribute up to \$500 million a year to New Zealand's GDP.

All Roads of National Significance will be four-laned, grade-separated highways, and all funding, financing and delivery options should be considered to deliver them in stages and as quickly as possible. The Government further expects that the National Land Transport Fund can be used to fund the development of future Roads of National Significance.

The Government expects that the NZTA will prioritise these strategic corridors in the development of the National Land Transport Programme given their importance, alignment

and impact on the Government's wider programme and the Government's focus on returning the NZTA to its core statutory activities and particularly, for this GPS period, maintaining and developing the state highway network.

The Roads of National Significance include:

Whangarei to Auckland, with the following stages prioritised:

- Alternative to Brynderwyns
- Whangarei to Port Marsden
- Warkworth to Wellsford.

Tauranga to Auckland, with the following stages prioritised:

- Cambridge to Piaere
- Tauriko West State Highway 29.

Auckland roads:

- Mill Road
- the East West Link.

Roads to unlock housing growth:

- Hamilton Southern Links
- Petone to Grenada Link Road and the Cross Valley Link
- North West Alternative State Highway (SH 16).

Other major routes:

- Takitimu Northern Link Stage 2
- Hawkes Bay Expressway
- Second Mt Victoria Tunnel and Basin Reserve upgrade
- the Hope Bypass
- The Belfast to Pegasus Motorway and Woodend Bypass.

More detail on the Roads of National Significance can be found in Appendix B. Further Roads of National Significance may be added over time.

Commitments to other projects

The Government has identified a number of other projects it wants to progress in this GPS period. These include a number of Roads of Regional Significance, such as the Second Ashburton Bridge; projects that improve resilience and support the cyclone and flood recovery for the East Coast and Central North Island; and investment in resilience for a number of critically important bridges in the South Island.

The Government will continue with identified projects that will be delivered outside of the National Land Transport Programme through direct Crown and other funding approaches. Those priority projects previously funded through the Regional Fuel Tax, will be considered eligible for funding from the NLTF. The remaining RFT revenue will be used to fund the Eastern Busway, Local Road Improvements (e.g. Glenvar Road and Lake Road) and Electric Trains and Stabling. A full list and map of projects that the Government will deliver in this GPS period is contained in Appendix B.

Additional Waitematā Harbour Connections

The Government is committed to delivering an additional crossing that, at a minimum, provides for additional road connections between Auckland's North Shore and the CBD. It will seek to reduce the upfront cost of this project to taxpayers by tasking the NZTA with identifying options for private funding, including through equity financing and value capture mechanisms.

Projects for further investigation

The government expects the NZTA will continue to plan and develop the state highway network to reduce congestion, drive economic growth, and increase safety and resilience. NZTA should work with the wider transport sector to make progress on projects that deliver on these objectives.



Public Transport

Effective public transport provides commuters with more choice and helps to reduce travel times, congestion, and emissions.

A key focus of this strategic priority will be the completion of the City Rail Link and Eastern Busway in the next three years. Alongside this work, planning will also, be undertaken in the next three years for the delivery of the Northwest Rapid Transit Corridor and the Airport to Botany Busway.

The major public transport projects include:

- Completion of the City Rail Link
- Completion of the Eastern Busway
- Northwest Rapid Transit corridor
- Airport to Botany Busway
- Lower North Island Rail Integrated Mobility²

The Government expects NZTA to consider:

- alternative funding sources to deliver major public transport investments, including 'Build, Own, Operate, Transfer' schemes and value capture
- new ways of thinking and different delivery models to increase delivery speed.

This modern rapid transit system will support urban development and housing growth, which allows for increased public transport choice, building on the investment already made in the City Rail Link in Auckland and the additional trains to be introduced in Wellington later this decade, and the acceleration of Wellington's North-South, East-West, and Harbour Quays' bus corridors. The Government is funding KiwiRail to deliver network repairs and upgrades to ready the network for these major improvements. Completing Auckland's Rail Network Rebuild and upgrading Wellington's rail network substations are priorities for the Government.



² The Lower North Island Rail Integrated Mobility project is forecast to be funded from a combination of Crown Grants, NLTF and Local Share contributions.

There has been a 71 percent increase in Crown/NLTF funding for public transport over the past 5 years (Figure 3). However, over the same period patronage has decreased by 23 percent. This has partly been caused by

COVID-19 restrictions, but numbers have not increased back to pre-COVID levels.

Increased public transport fare-box recovery and third-party revenue will be expected from local government.

Figure 3. Local, private and NLTF/Crown shares of public transport services and infrastructure funding

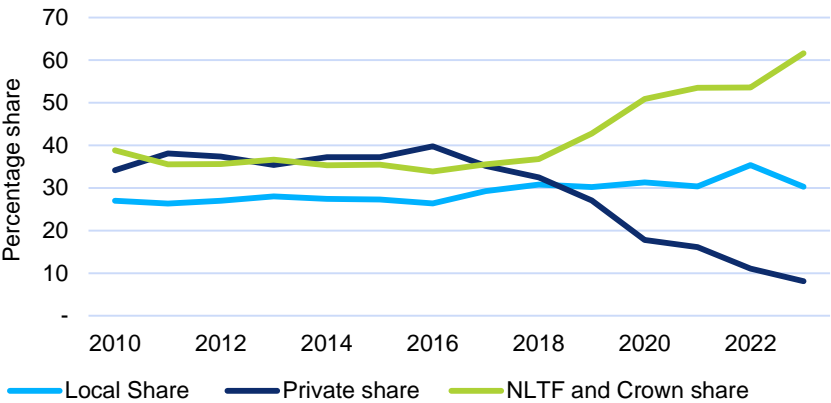


Figure 3. The private share of public transport costs has been falling since 2016/17. In 2022/23, private share of public transport costs was less than 10 percent.

Source: NZTA



Rail

Rail plays a role in moving large volumes of goods between major cities, particularly within the Auckland, Hamilton and Tauranga triangle. This Government will continue to invest in the national rail freight network to support the overall objective of economic growth and productivity while also ensuring that this investment delivers value for money to taxpayers.

In recent years, despite a significant increase in investment in the national rail freight network, which included cross-subsidisation of the network by road users, the amount of freight being moved via rail has continued to decline (Figure 4).

Over the past six years there has been almost \$2.5 billion invested but rail freight (net tonne kilometres) is lower now than it was in 2012. This Government’s focus will be to invest in maintaining the network between the busiest and most productive parts of the existing rail network – between Auckland, Hamilton, and Tauranga. While rail freight network investments will remain within the GPS, rail infrastructure will no longer be cross-subsidised from revenue generated from road users. It is unfair to ask people using the roads to fund rail infrastructure. Rail investments will continue to be supported and funded through the Rail Network Investment Programme, as agreed by Cabinet. Track User Charges paid by rail users will be used to support these investments.

Figure 4. Rail investment and freight tonnage

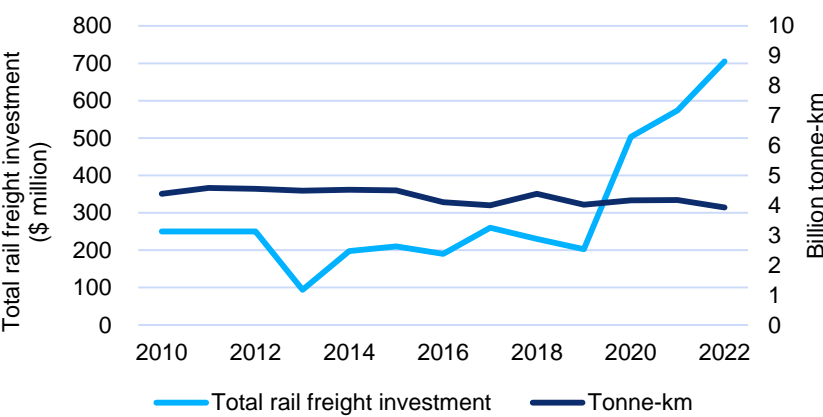


Figure 4: The amount of rail freight has been in steady decline despite significant Crown capital investment. Capital investment in rail compared with tonnage carried (2012/13-2022/23).

Source: Ministry of Transport/ KiwiRail.

Walking and cycling

Investment in walking and cycling should only take place where there is either clear benefit for increasing economic growth or clear benefit for improving safety and demonstrated volumes of pedestrians and cyclists already exist.

All investment in walking and cycling will come from the Walking and Cycling activity class, including investment in maintaining the existing walking and cycling network.

Strategic Priority: Increased maintenance and resilience

Increasing maintenance levels and improving resilience on our state highways, local and rural roads is critically important in achieving the Government’s overall objective of supporting economic growth and productivity.

Access to markets is essential and this means having a resilient network that is well maintained.

New Zealand has faced significant challenges in recent years with weather events and the Christchurch and Kaikōura Earthquake rebuilds, which have highlighted the need for a

focus on resilience of the roading network. Increasing maintenance outcomes is critically important, as well as adopting a more proactive approach to maintenance, to achieve a more reliable network for individuals and businesses to be able to rely upon.

Potholes have become increasingly apparent on our roading network in the past five years.

While road maintenance funding has increased significantly, the amount of rehabilitation and resealing has not (Figures 5 & 6).

Figure 5. Maintenance funding trends – State Highways

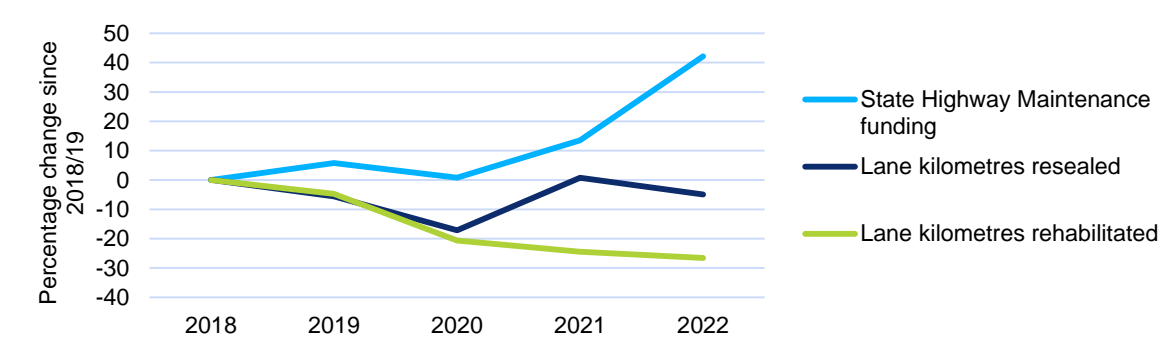


Figure 5. The amount of state highway rehabilitation and resealing has not increased, despite a increase in funding. State highway maintenance funding, excluding emergency works 2018/19 – 2022/23.

Source: Ministry of Transport/NZTA.

Figure 6. Maintenance funding trends – Local roads

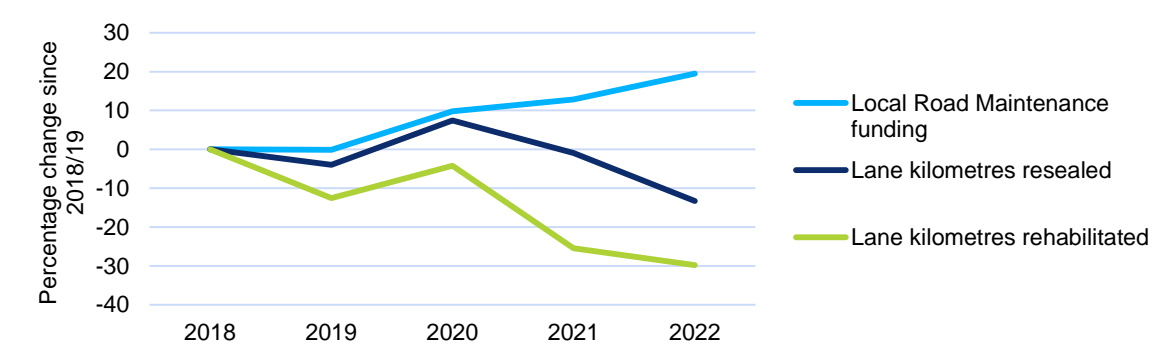


Figure 6. The amount of local road rehabilitation and resealing has not increased despite a significant increase in funding. Local Road maintenance funding excluding emergency works 2018/19 – 2022/23.

Source: Ministry of Transport/NZTA.

This GPS takes a new approach. GPS 2024 increases road maintenance funding by \$640 million, compared to the draft GPS released by the previous Government in August 2023³, and this Government will be requiring road maintenance to be undertaken with a proactive rather than reactive approach.

GPS 2024 establishes new activity classes to ensure that maintenance funds are prioritised and ringfenced to fix potholes, and to prevent potholes by ensuring that state highways, local and rural roads are maintained to a higher standard. The State Highway Pothole Prevention and Local Road Pothole Prevention activity classes will ensure that maintenance funds are prioritised and ringfenced, with clear outcomes that must be achieved by both central and local government. Funding from these activity classes will only be available for the following activities: road resealing, road rehabilitation and drainage maintenance.

GPS 2024 introduces a new expectation for NZTA to consider tolling to support the construction and maintenance of all new roads, including the Roads of National Significance. Increased tolling on new roads will protect existing funding in the National Land Transport Fund for maintaining existing roads.

Due to the deterioration of the road network, the Government will appoint independent members to the Road Efficiency Group, started by the previous National Government, and refocus it on ensuring that all investment in maintaining and improving resilience on the state highway, local and rural road network is spent in the most efficient manner. It is not acceptable that while funding for road maintenance activities has increased, the real outcomes on our road network continue to worsen.

The Road Efficiency Group will have a number of key focus areas:

- finding efficiency in road maintenance spend to deliver more for road users and taxpayers' investment.
- standardising maintenance protocols and processes to find efficiency where efficiencies can be found.
- reducing expenditure on temporary traffic management, which is adding significant cost to road maintenance and reducing efficiency of the spend.
- reviewing Network Outcome Contracts with a focus on achieving long-term maintenance outcomes of 2 percent rehabilitation and 9 percent resurfacing per year, ensuring a proactive approach to road maintenance.

Contract review will also include increased requirements to fix potholes on our state highway network within 24 hours to increase safety on our roads.

The exact scope and role of the refocused Road Efficiency Group will be developed and approved as part of the new Performance and Efficiency Plan. This will ensure activities and functions are aligned to drive better accountability, delivery and value for money from our transport investments.

GPS 2024 does not include specific additional funding to reseal and rehabilitate roads that have been damaged due to the North Island Weather Events (NIWE) of 2023. Since February 2023, Crown funding of \$2.172 billion⁴ has been provided for State Highway, Local Road, and Rail network response and recovery activity. Additional funding for NIWE is intended to be funded through a separate process to this GPS.

³ This difference has been calculated at the midpoint of the funding ranges.

⁴ This is made up of, \$1,263 million of Crown funding provided to the NLTF and \$495m of direct Crown funding for State Highway and Local Road recovery and response, and \$414m of Crown funding for the Rail response

Strategic Priority: Safety

Safety on our transport networks is critically important. The steady decline in deaths and serious injuries we observed between the 1980s and early 2010s has slowed over the past decade.

Road deaths and serious injuries place a substantial burden on families, society, the economy, and the health sector each year, with significant direct costs incurred by the Accident Compensation Corporation (ACC) and other parties.

The Government expects that NZTA will make efforts to facilitate contributions from ACC to investments which improve road safety. There are examples of investments made by ACC, including investment in the Transmission Gully motorway and in motorcycle safety. The Government expects to see this approach extended further in all areas where investment by ACC will result in safety improvements that meet ACC’s statutory criteria for investment.

GPS 2024 directs investment towards road policing and enforcement, which is one of the most important tools for improving safety on New Zealand’s roads.

Poor road user choices affect everyone on the road. Alcohol and drugs are the leading contributors to fatal crashes in New Zealand (Figure 7), but only 26 percent of drivers think they are likely to be caught drug driving, and only 60 percent of people think they are likely to be caught drink driving. 27 percent of drink-drive offenders are repeat offenders. Similarly, wearing a seatbelt during a crash doubles the chances of surviving a serious crash, yet each year over 80 people die in crashes not wearing a seatbelt. Every year, around 67,000 people are disqualified from driving, and about 8700 a year are prosecuted for driving while disqualified. Between 2008 and 2017, 113 people were killed in crashes involving disqualified drivers.

Figure 7. Deaths in crashes involving alcohol or drugs

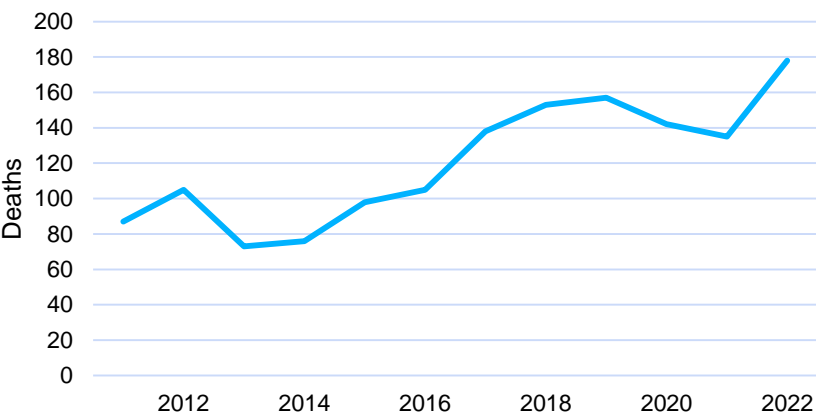


Figure 7. The number of crash deaths involving alcohol or drugs continues to increase. Deaths in crashes involving alcohol or drugs 2011-2022.
Source: Ministry of Transport

Police play a significant part in helping to make New Zealand roads safer through rigorous enforcement of the traffic laws including alcohol/drug and speed regulations, promoting good driving practices, and road safety education. The Government expects Police to provide sufficient enforcement levels of traffic laws to achieve specific, as well as general, deterrence aims. The Government also expects Police to identify high-risk drivers and proactively intervene to reduce opportunities for offending. Vehicle technology can also play a role, such as mandatory alcohol interlocks for the most severe offenders and improved automated enforcement.

Most of the financial penalties and demerit point levels for offences have not been reviewed since the Land Transport (Offences and Penalties) Regulations were set in 1999. As a result, a number of these penalties are poorly targeted, too low to deter unsafe behaviour, or misaligned with risk (which weakens the signal of risk to the public). The infringement fees, in particular, are significantly lower than the equivalent fees in overseas jurisdictions. For example, almost all jurisdictions in Australia, the United Kingdom and Canada have higher penalties for not wearing a seatbelt compared to New Zealand. Bringing our penalties in line with Australia would require nearly tripling the infringement fee, while also adding demerit points.

Delivering safe roading infrastructure is also critically important for improving road safety. GPS 2024 supports investment in safe roading infrastructure by fixing potholes and increasing the level of road maintenance completed on the road network, while also investing in new and safe Roads of National Significance.

Delivering improvements to level crossings, like installing safety barriers on rural roads and separating road from rail in busy metropolitan networks, are a key safety priority for road and rail infrastructure to be funded by NZTA, KiwiRail's RNIP, and local councils.

Upgrading road infrastructure to higher safety standards has a significant impact on improving road safety. Independent analysis

has found the construction of eight new bypasses, between January 2009 and December 2016, resulted in up to a 37 percent reduction in deaths and serious injuries across those roads.

Lower cost safety interventions should be retrofitted on high-risk parts of the network, where they provide value for money. For example, it is expected that there will be greater use of rumble strips across the state highway, local and rural road networks.

The Government will be introducing a new set of objectives and intended actions for road safety that will focus on safer roads, safer drivers and safer vehicles.

The Government will make a number of reforms to improve road safety during the timeframe of this GPS. These reforms will be targeted towards the highest contributing factors in fatal road crashes. We will:

- Enact legislation to rollout roadside oral fluid drug testing and set targets for Police to undertake 50,000 roadside oral fluid tests per year once the provisions come into force.
- Increase central government's focus on drink driving and set targets for Police to undertake at least 3 million roadside alcohol breath tests per year.
- Review fines for traffic offences including consideration of indexing the value of infringements to inflation.
- Review the vehicle regulatory system to (among other objectives) enable better management of the safety performance of the vehicle fleet,
- reduce regulatory burden, and ensure our domestic rules are fit for purpose.
- Invest in road policing and road safety promotion to ensure an appropriate level of enforcement while promoting safer driving.

While speed is a contributing factor to safety outcomes on our roads, the Government will

not be continuing with a blanket approach to reducing speed limits. Instead, we will be focused on improving road safety by building safer infrastructure, investing in safer drivers, and requiring safer vehicles.

We will make changes to the Land Transport Rule: Setting of Speed Limits 2022 to enable Road Controlling Authorities to reverse blanket speed limit reductions where it is safe to do so and to require Road Controlling Authorities to determine speed limits using consistent benefit-cost analysis criteria.

Speed limit reductions will also be tightened to focus on areas with high safety concerns. Where subsequent safety investments are made, speed limits should be restored to prior speed limits.

Strategic Priority: Value for Money

There has been a significant increase in investment in transport in recent years, however, this is not translating to better outcomes.

GPS 2024 will invest over \$20 billion into the transport network, which is a significant amount of road user and taxpayer money. This investment must deliver better outcomes for present and future generations of New Zealanders.

- The Agency, as the Government's delivery agent, will continue to take a leading role in securing improved effectiveness and efficiency within the priorities for investment established by the Government. This means a key focus on value for money in all parts of the transport sector. NZTA will be expected to reduce its head office expenditure by 7.5 percent, with those savings reinvested into delivering against the GPS objectives.
- Increased public transport fare box recovery and third-party revenue will be expected from local government.

- Reduction in expenditure on temporary traffic management, while maintaining the safety of workers and road users.
- Focus on outcomes in road maintenance investment to deliver smoother and more reliable journeys for New Zealanders.
- Review of road safety investment to be undertaken to ensure investment is focussed on efficient changes, which make improvements to the roading network at the lowest cost.
- Making better use of existing assets by allowing time of use charging or the use of dynamic lanes in main cities to manage demand.
- Focus on whole-of-life costs to maximise long-run value.
- Making better use of existing digital infrastructure and information systems where appropriate to help achieve the strategic priorities in this GPS.

All entities involved in providing for the land transport system need to work together to improve the system's performance.



Outcomes the Government expects will be achieved by this GPS

The 2024-27 NLTP and corresponding RLTPs are expected to prioritise projects and activities that progress the GPS 2024 priorities. In doing this, the focus should be on achieving the following impacts in the short to medium-term:

Economic growth and increased productivity

- reduced journey times and increased travel time reliability
- less congestion and increased patronage on public transport
- improved access to markets, employment and areas that contribute to economic growth
- more efficient supply chains for freight
- Unlocked access to greenfield land for housing development and supporting greater intensification

Increased maintenance and resilience

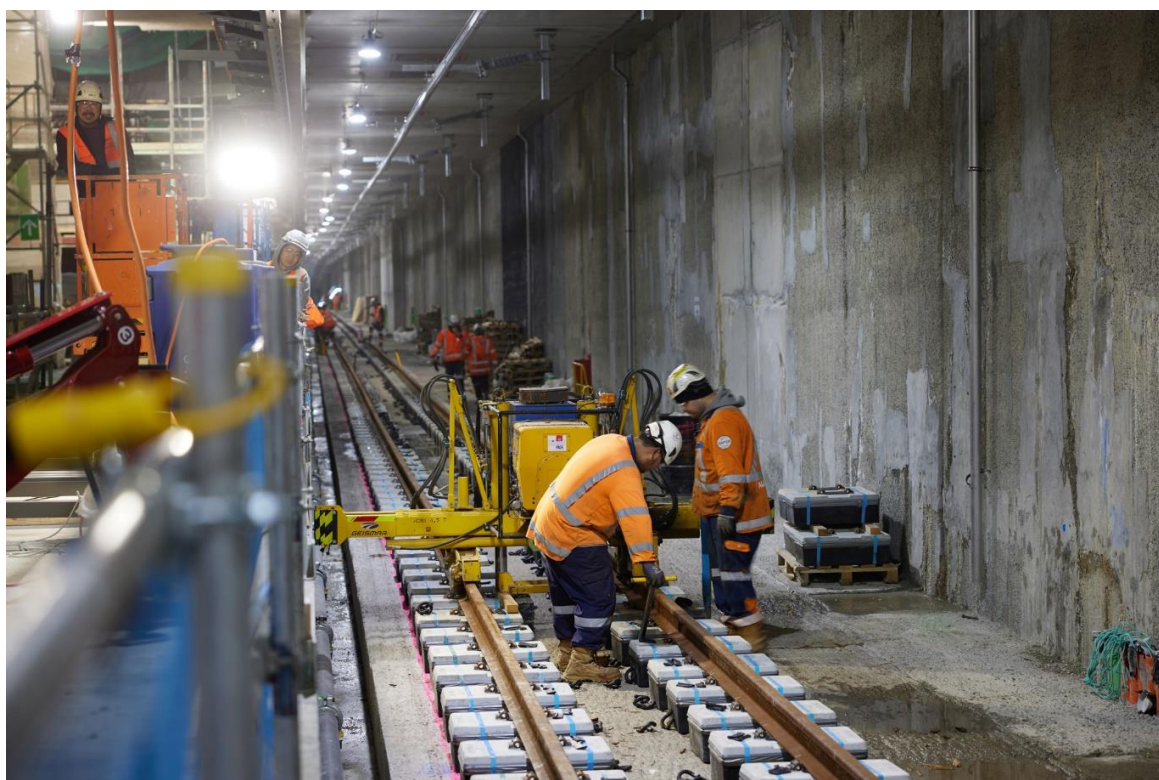
- more kilometres of the road network resealed and rehabilitated each year
- fewer potholes
- a more resilient network.

Improved safety

- reduction in deaths and serious injuries
- increased enforcement.

Value for money

- better use of existing capacity
- less expenditure on temporary traffic management.



Section 4: Investment in land transport

This section describes how different funding and financing sources will contribute to land transport investments and it sets expenditure limits, including NLTF activity class funding ranges.

Revenue

Central and local government are partners in planning, building, maintaining, improving, and funding land transport infrastructure and activities. Some activities, like state highway activities, road policing and training and research, are fully funded by central government.

However, if the activity aligns with the GPS priorities and is included in the NLTP, it will

receive co-funding from central government according to the relevant funding assistance rate. Sources of the local government funding share for land transport activities include rates, development contributions, borrowing and investments. The local funding share is not included in the GPS.

National Land Transport Fund

Funding for the NLTF for 2024/25-2027/28 will come primarily from:

- fuel excise duty, road user charges and motor vehicle registration and licensing fees
- direct Crown funding in the form of grants and loans.

There will also be some contributions from other sources such as tolling, track user charges and the rental or sale of land.

The annual licensing fee component of Motor Vehicle Registration (MVR) hasn't been increased since 1994. Inflation since that time has reduced the real value of this NLTF contribution by a half. The government is now proposing to increase MVR by \$25 in January 2025, and a further \$25 in January 2026 to return MVR to the 1994 level, in real terms. This will increase the annual cost of MVR in 2026 by \$50 for most vehicles, \$28 for Motorcycles, trailers and ATVs and \$16.5 for Mopeds. The increase in MVR will add approximately \$660 million to the NLTF over the years 2024/25-2026/27.

Table 1. NLTF funding sources 2024/25-2026/27

NLTF Funding Source	Amount (\$ billion)
FED/RUC/MVR	14
Crown grant – capital expenditure	3.1
Crown loan	3.1
Total revenue	20.2

The MVR increase and Crown grant reflect our commitment to replace the revenue from fuel tax increases with an equivalent commitment, which provides the revenue stream required for repayment of the loan facilities.

On an annual basis the expected revenue from all sources is as shown in Table 2.

The Government plans to return to the previous practice of regular FED/RUC increases from January 2027. The funding profile in Table 2 assumes increases of 12 cents per litre in January 2027, a further 6 cents in January 2028, followed by a 4 cent per litre annual increase starting in January 2029.

As is shown in Table 2, these increases are not in themselves sufficient to fully replace the fixed term funding top-ups that will be provided by the Government over the first three years.

The Government is very aware of the need to address this potential reduction in funding. We are initiating policy work to determine the tools required to meet our future revenue needs and provide a predictable and sustainable revenue outlook. This is likely to include road pricing alternatives, time of use charging and the transition of all vehicles to road user charges.

Table 2. NLTF Annual funding 2024/25-2029/30

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
	\$m	\$m	\$m	\$m	\$m	\$m
NLTF revenue	6,750	7,000	7,200	6,800	7,100	7,400

Expenditure

Table 3 shows the expenditure target (the expected level of expenditure) along with the maximum and minimum range for National Land Transport Programme expenditure for the first three years of this GPS.⁵

The total level of funding represents a balance between achieving the government's expected impacts set out above, and the level of revenue that can be raised.

Table 3. Expenditure targets and ranges

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
	\$m	\$m	\$m	\$m	\$m	\$m
Expenditure target	6,250	6,350	6,050	5,800	6,350	6,600
Maximum expenditure	6,550	6,650	6,350	6,100	6,650	6,900
Minimum expenditure	4,800	5,100	5,050	5,600	6,150	6,400

[NB. Current funding profiles show the inclusion of \$1 billion p.a. of potential grant or debt funding from 2027/28 onwards. Treasury, the Ministry of Transport and NZTA are working on options around this additional \$1 billion that will be further detailed or revised in the final version of the GPS.]

⁵ The differences between NLTF revenue and the expenditure targets reflect debt repayments, which are not part of the expenditure target.

Funding ranges for activity classes

Funding in the National Land Transport Programme is allocated to activity classes. The allocation of funding to these activity classes reflects the strategic direction the government has set. For each activity class, a funding range determines how much can be spent.

The following activity classes will be used for the 2024-27 National Land Transport Programme:

State Highway Improvements

This activity class is for the purpose of investment in new state highways, improving the capacity of existing state highways, and end of life bridge and structures renewals.

Investment in this activity class prioritises the strategic priorities of supporting economic growth and productivity, and a safe and resilient transport system.

This activity class has a significant increase in funding, which will be used to deliver state highway infrastructure under the Roads of National Significance programme and priority resilience projects.

The Government expects that funding in this activity class will not be used to make multi-modal improvements, i.e., cycleways and busways, or fund traffic calming measures, such as speed bumps and in-lane bus stops. Funding may be used to remove speed bumps that exist on high volume corridors. It is expected that NZTA will prioritise reliable travel times in all investment decisions in this activity class.

State Highway Pothole Prevention

This activity class is for the purpose of investment in resealing, rehabilitating, and drainage maintenance on the state highway network.

The State Highway Pothole Prevention activity class is intended to address the significant rise

in the number of potholes and deterioration of the state highway network.

Previous Government Policy Statements have funded resealing, rehabilitating, and drainage maintenance activities through the State Highway Maintenance activity class. The State Highway Pothole Prevention activity class differs from this approach as it is ring-fenced to fund resealing, rehabilitating, and drainage maintenance activities on state highways and will not fund other maintenance activities.

This activity class is paired with a focus on achieving long-term maintenance outcomes of 2 percent of the state highway network renewed each year and 9 percent of the state highway network resealed each year, and increasing requirements for potholes to be fixed within 24 hours.

The Government expects that funding in this activity class will not be used to make multi-modal improvements. Funding should only be used to reseal, rehabilitate, and maintain drainage on the state highway network.

State Highway Operations

This activity class is for the purpose of investment in the operation of the state highway network.

Operational activities include managing demand and operating services to optimise utilisation across the network. This activity class will fund all operational activities on the state highway network, and includes funding for emergency reinstatement after loss of service.

Local Road Improvements

This activity class is for the purpose of investment in new local roads and improving the capacity of existing local roads, and end of life bridge and structures renewals.

Investment in this activity class prioritises the strategic priorities of supporting economic growth and productivity, and a safe and resilient transport system.

Funding in this activity class will not be used to make multi-modal improvements, and there will be reduced funding for traffic calming measures, such as speed bumps. It is expected that Road Controlling Authorities (RCA) will prioritise reliable travel times in all investment decisions in this activity class.

Local Road Pothole Prevention

This activity class is for the purpose of investment in resealing, rehabilitating, and drainage maintenance on the local road network.

The Local Road Pothole Prevention activity class is intended to address the significant rise in the number of potholes and deterioration in our local road network.

Previous Government Policy Statements have funded resealing, rehabilitating, and drainage maintenance activities through the Local Road Maintenance activity class. The Local Road Pothole Prevention activity class differs from this approach as it is ring-fenced to fund resealing, rehabilitating, and drainage maintenance activities on local roads and will not fund other maintenance activities.

The Government expects that funding in this activity class will not be used to make multi-modal improvements. Funding should be used to reseal, rehabilitate, and maintain drainage on the local road network.

Local Road Operations

This activity class is for the purpose of investment in the operation of the local road network.

Operation activities include managing demand and operating services to optimise utilisation across the network. This activity class will fund all operational activities on the local road network and includes funding for emergency reinstatement to loss of service.

Public Transport Services

This activity class is for the purpose of investment in the management and operation of contracted public transport services and total mobility transport services. This GPS will expect greater farebox recovery and third-party revenue by Public Transport Authorities in order to help support the increased costs that are occurring through the public transport sector.

Public Transport Infrastructure

This activity class is for the purpose of investment in the management and delivery of renewing and improving infrastructure to support public transport services. It is expected that funding in this activity class will be used to invest in projects that reflect the priorities of this GPS, including a rapid transit network in Auckland and upgrades to rail in the lower North Island.

The Government expects to realise the benefits of its investments in major public transport infrastructure, like the City Rail Link and Wellington's new trains. Completing major network renewals (Rail Network Rebuild, Rail Network Growth Impact Management, Backlog Renewals) and upgrades (Wellington's rail substations) is a key priority for the Government.

Safety

This activity class is for the purpose of investment in road policing and nationally consistent and coordinated road safety promotion and will be focused on improving road safety through enforcement and behavioral change, not blanket speed limit reductions.

Police must achieve road policing targets set by the Government through funding in this activity class. There will be a strong focus on performance in the next Road Safety Partnership Programme and a small amount of the NLTF that is available to Police will be dependent on performance against enforcement targets relating to speed, alcohol

breath testing, and oral fluid testing for drugs once the provisions come into force. Specific details of the Police activities, performance metrics and funding will be developed by NZTA and approved by the Minister in accordance with the Act. The Government expects that investment in road safety will be achieved across activity classes in GPS 2024. This includes the delivery of new Roads of National Significance through the State Highway Improvements activity class and investment in a well-maintained road network through pothole prevention activity classes.

Funding toward road safety will be focused on safer roads, safer drivers, and safer vehicles.

The Government expects that investment from this activity class will not be made in traffic calming measures such as raised pedestrian crossings, raised platforms, speed bumps, and in-lane bus stops on state highways and local roads.

Investment Management

This activity class is for the purpose of investment in the transport planning system, investment in strategic and operational research to support system planning and investment, and investment in the funding allocation system.

This activity class will provide investment for funding allocation management, including the development of and administration of the National Land Transport Programme (NLTP), associated funding and procurement procedures, policies and guidelines, funding agreements with approved organisations, assistance and advice to approved organisations, and regional land transport committees.



Rail Network

This activity class is for the purpose of investment in operation and maintenance, renewals and improvements to the national rail network. This includes both operational and capital expenditure as outlined in the Rail Network Investment Programme (RNIP).

NLTF Funding for this activity class will be capped at the level of revenue from Track User Charges (TUCs) and specific Crown funding for rail investments (if any). The Government expects that activities funded through this activity class will be targeted to parts of the rail network where the most significant economic benefits and opportunities for boosting the productivity of freight movement exist, i.e., Auckland, Hamilton, and Tauranga.

Walking and Cycling

This activity class is for the purposes of maintaining the existing walking and cycling network and investment in walking and cycling where there is either clear benefit for increasing economic growth or clear benefit for improving safety where demonstrated volumes of pedestrians and cyclists already exist.

Investment in walking and cycling is expected to make a contribution to economic growth and productivity. To achieve this, funding should be directed to reducing congestion and/or improving pedestrian and cyclist safety.

A provision has been made in the Walking and Cycling Activity Class to fund the maintenance of walking and cycling infrastructure (including footpaths, shared use paths and cycle paths).

Prior to GPS 2018, no funding from the National Land Transport Fund was provided to local government to fund the maintenance of walking and cycling infrastructure (including footpaths, shared use paths and cycle paths). A provision has been made in the Walking and Cycling Activity Class to fund this infrastructure and it is expected that the NZTA Board will consider options to deliver value for money. This could include amending the funding

assistance rate (FAR) for these maintenance activities.

Any investment in walking and cycling must be funded exclusively through this activity class.

The Government expects that any activities funded under this activity class will undergo robust consultation with community members and business owners that could be affected by the investment, prior to any investment decisions being made.

Funding ranges

The NZTA is required to allocate funding to activity classes within the funding ranges set out in Table 4 on the following page, and within the overall expenditure targets set out in Table 3. The expenditure targets do not envisage funding being allocated at the top end of every activity class range. Specifying the funding allocations as a range provides the NZTA with some flexibility to respond to the actual funding applications received and to manage issues such as weather delays affecting its own state highway investment programme.

IN CONFIDENCE

Table 4. Activity class funding ranges

Activity Class	GPS 2024 funding ranges (\$m)							Forecast funding ranges (\$m)			
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	
State Highway Maintenance											
State highway pothole prevention	Upper	700	790	790	820	920	980	1,050	1,070	1,080	1,100
	Lower	420	460	490	540	630	690	750	760	780	790
State highway operations	Upper	760	850	960	1,050	1,130	1,150	1,170	1,200	1,220	1,240
	Lower	560	640	690	730	780	800	820	830	850	870
Local Road Maintenance											
Local road pothole prevention	Upper	780	850	900	1,170	1,230	1,260	1,280	1,300	1,320	1,340
	Lower	570	610	640	840	890	900	920	930	950	970
Local road operations	Upper	450	480	590	420	450	460	470	480	490	500
	Lower	240	260	280	290	320	320	330	340	340	350
Other continuing programmes											
Public transport services	Upper	750	770	790	810	830	850	870	890	910	930
	Lower	400	420	440	460	480	500	520	540	560	580
Investment management	Upper	85	90	90	90	95	95	100	100	105	110
	Lower	65	70	70	70	75	75	80	80	85	90
Safety	Upper	600	610	620	630	630	630	640	640	640	650
	Lower	500	510	520	530	530	530	540	540	540	550
Rail network	Upper	550	560	560	570	570	570	580	580	580	580
	Lower	360	360	20	20	20	20	20	20	20	20
Improvements											
Public transport Infrastructure	Upper	680	730	780	830	880	930	950	970	990	1,010
	Lower	240	290	340	390	430	480	500	520	540	560
State highway Improvements	Upper	1,950	2,050	2,250	2,300	2,350	2,400	2,400	2,400	2,400	2,400
	Lower	1,150	1,250	1,350	1,400	1,450	1,500	1,500	1,500	1,500	1,500
Local road Improvements	Upper	400	400	410	410	420	420	420	430	430	430
	Lower	150	150	160	160	170	170	170	180	180	180
Walking and cycling improvements	Upper	250	130	130	130	130	130	130	130	130	130
	Lower	135	70	70	70	70	70	70	70	70	70

Linking planned expenditure with revenue

A principle underlying land transport expenditure is that the NZTA will manage expenditure so that it links with the amount of revenue that is raised.

The authority to approve police funding, a Rail Network Investment Programme (RNIP) and NLTF funding for an RNIP sits with the Minister of Transport. For other investments, decision rights for funding from the NLTF rests solely with the NZTA Board.

The NZTA is expected to plan funding allocations for each activity class and approve funding for activities so that total planned expenditure in any year matches the expenditure target set out in Table 3 for that year. It is accepted that the NZTA may not achieve the expenditure target in any one year, if expenditure is within the range specified in Table 3.

The need to manage planned expenditure against revenue arises because expenditure and revenue are subject to uncertainty and fluctuation. Expenditure can vary due to factors such as unforeseen cost increases in key inputs and/or unexpected changes in project timing.

As revenue is dependent on the level of economic and transport activity it will fluctuate according to economic conditions. As a result, there may be unplanned imbalances between expenditure incurred under the National Land Transport Programme, and the revenue received into the National Land Transport Fund. NZTA has a specific short-term loan facility to help it manage this situation.

Policy on borrowing for the purposes of managing the delivery of the NLTP

At times borrowing will be required to manage the delivery of the NLTP. Borrowing increases available funding in the short-term, which can be used to manage cash flow, cope with unexpected shocks, or deliver additional activities. However, in the future there will be a corresponding decrease in available funding as the borrowing is repaid.

At the time of publishing this GPS, formal arrangements are in place for NZTA to use several borrowing facilities. Table 5 provides details of these arrangements. A forecast of the expected debt repayments over the next six years is presented in Appendix A. If additional borrowing facilities are required, NZTA must seek approval from the Ministers of Finance and Transport. Two of the facilities relate to revolving credit. These provide access to committed funding to manage fluctuations in cash flow – either due to seasonal variations or shocks.

A change in how borrowing is reported is being implemented in GPS 2024. The activities funded through borrowing (and any new PPPs) will be reported at the time of the investment as expenditure in the appropriate activity class. Repayment of borrowing will be reported as expenditure from the NLTF, separate from activity class spend. Put simply, the interest and debt repayments will be reflected separately from the activity class ranges in GPS 2024.

The Ministry will work with NZTA to develop reporting practices to ensure both the spend on activities funded from borrowing and the repayments of borrowing are clearly reported.

Table 5. NZTA borrowing facilities

Borrowing Facility	Purpose of borrowing	Size of facility	Amount drawn down ⁶	Repayment Period
Management of cash flow (revolving credit facility)	To manage seasonal cash flow variations in the NLTF	\$250m	\$0	Annually
Revenue and expenditure shocks (revolving credit facility)	To manage any unexpected fluctuation in revenue or expenditure	\$250m	\$150m	Within 4 years of draw down
Auckland Transport Package	To progress the Auckland Transport package	\$375m	\$318m	Before 30 June 2027
Tauranga Eastern Link	To bring forward construction of the Tauranga Eastern Link	\$107m	\$107m	To be repaid through future tolls revenue by June 2050
Housing Infrastructure Fund	To accelerate transport projects that support housing development	\$357m	\$46m	Before June 2031
COVID-19	To manage the shortfall in revenue resulting from COVID-19 restrictions	\$425m	\$332m	Before 30 June 2027
2021-24 NLTP facility	To address the gap between planned investments in the NLTP and level of investment required to deliver GPS 2021 priorities	\$2b	\$1,300m	10 years from drawdown
2024-27 NLTP facility	To address the gap between planned investments in the NLTP and level of investment required to deliver GPS 2024 priorities	\$3.1b (Note: subject to NZTA Board approval)	0	10 years from drawdown

Note: This list does not include lending facilities related to NZTA's regulatory functions.

⁶ Amounts drawn down will be updated before final publication

Allowable variation between
expenditure and revenue

NZTA is expected to match its expenditure to the target expenditure set out in Table 3. However, it is also legally required to limit its spending to the levels of available revenue in the NLTF. Because both the timing and levels of revenue and expenditure are subject to uncertainty, the Act provides that an ‘allowable variation’ be set in a GPS as a way of managing any imbalances that arise.

In practice this ‘allowable variation’ is determined by the loan facilities provided to NZTA as these set the limit on the extent to which expenditure from the NLTF can exceed revenue inflows. For the avoidance of doubt, in GPS 2024 the allowable variation is the sum of all borrowing made available to NZTA by the Minister of Transport and the Minister of Finance, reduced over time as the borrowing is drawn down.

Section 5: Statement of Ministerial expectation

The Act provides for the Minister, as part of the GPS, to make a statement of their expectations of how the Agency gives effect to the GPS on land transport.

Although these are expectations of NZTA under the Act, most of the expectations also apply to other players in the sector including the Ministry, local government and other delivery agencies. Active cooperation of all players in the sector will be necessary to deliver the results that New Zealanders want and deserve.

The Minister expects a focus on delivery

The NZTA has a significant role to play in improving the performance and quality of our infrastructure. To deliver on this it will need to have a tight focus on its core statutory roles. All NLTP-related activities need to be judged against the benchmark of whether the activity promotes delivery of this GPS.

The Government is looking to the NZTA to deliver on its priorities at pace. The elimination of our infrastructure deficit will require new ways of thinking, maximising the use of new funding and financing tools, implementing new delivery models, and focusing on cost and value over the lifetime of any project.

The Government expects NZTA to build a much more efficient business case process by the end of 2024. Business cases have become increasingly costly and time consuming for the sector without necessarily leading to better investment choices and more efficient and timely infrastructure delivery. I expect NZTA to make business case decisions focussed on the core objectives of the project and in a timely fashion to ensure decisions on progressing projects can occur prior to projects increasing significantly in costs.

The NZTA needs to maintain a tight control on project scope and cost. Project specifications should take a “no frills” approach, focusing on delivery of the primary transport objectives that most cost-effectively deliver on the strategic priorities in this GPS.

The NZTA is expected to identify and report to the Minister every six months on any regulatory or other government-controlled barriers to timely delivery, including what changes are needed to reduce project costs and speed up delivery.

The Minister expects a focus on core business

The Ministry is to lead the oversight and development of policy for New Zealand’s transport system. NZTA and other RCAs are to act primarily as delivery agencies.

The Minister expects the NZTA to focus on its core roles as defined in the Land Transport Management Act 2003. While NZTA supports other agencies to deliver other parts of the transport network, it should ensure that its focus is on building and maintaining our state highway roading network and it is not doubling up on delivery where other agencies have specific obligations. Work on programs which are not aligned with NZTA’s core purposes or with the GPS should be discontinued.

The Minister expects a focus on value for money

The NZTA is responsible for around \$7 billion of road user/taxpayer funds each year and manages one of New Zealand's largest economic assets – the state highway network. Businesses rely on that network to generate the wealth that sustains us all and individuals rely on it for access to jobs, families, and friends. The NZTA must exercise the highest level of stewardship of its assets and investment funding to enable the people of New Zealand to prosper.

Obtaining value for money will require:

- Keeping costs under control and identifying savings that can be reinvested back into maintaining or improving the network.
- Selecting and funding activities and projects that will make the greatest contribution to the government's long-term goals and strategic priorities outlined in this GPS.
- Choosing the most advantageous combination of whole of life cost and infrastructure quality to meet a "no frills" specification that delivers the primary transport objective of the project in the most cost-effective manner.
- Monitoring operational expenditure and reporting to the Minister regularly on this expenditure,
- Reporting expenditure on temporary traffic management on a quarterly basis and reducing this expenditure, while maintaining the safety of workers and road users. NZTA was unable to provide a breakdown of its expenditure on temporary traffic management in preparation of this GPS. It is expected that NZTA will calculate its expenditure on temporary traffic management for each of the three previous financial years to form a baseline for future savings.

- Reducing expenditure on general advertising and identifying the most cost-effective and beneficial method for necessary advertising, such as road safety promotion.
- Focusing on providing services that meet the needs and expectations of users.
- Standardising the delivery of building and maintaining roading infrastructure, while remaining open to new models of delivery that are likely to result in better and smarter services and/or lower costs.
- Identifying more efficient ways to manage road tolling. Currently 32 percent of total toll revenue is spent on administering tolls. This level of expenditure on toll administration is expected to reduce.

The Minister expects consideration of other revenue sources and other funding and delivery models

There are several funding and procurement mechanisms already available to support investment in land transport and the government expects to implement more of these during the term of GPS 2024.

The NZTA is expected to maximize its own revenue and consider opportunities to supplement that revenue with contributions from beneficiaries/users whenever possible. "Maximising" its own revenue means ensuring that the amount spent on RUC investigations and enforcement is consistent with obtaining the most revenue, net of the investigation and enforcement costs.

However, just maximising revenue does not go far enough, and alternative funding tools are required for investment in land transport. The Government expects the Ministry and NZTA to work together on the future of land transport revenue and report to the Minister within three months on this work. This work programme should include how each of the following funding tools will be incorporated into the provision of investment in land transport:

- tolling
- time of use charging
- equity finance
- value capture.

The NZTA will be required to find efficiencies in the delivery of its services. This includes developing digital and electronic systems and processes and allowing third parties to bid to operate these services. One example of where this can be used is with New Zealand's road tolling arrangements, which currently require 32 percent of total toll revenue to be spent on administering the tolls. Finding efficiencies in the tolling system can reduce administration costs, enabling greater focus on maintaining the road network. Existing digital infrastructure and information systems should be used where appropriate, in line with the Value for Money strategic priority.

The NZTA should consider tolling to construct and maintain all new roads, including the Roads of National Significance. The Government will support all recommendations by NZTA to toll roads. Opportunities for toll roads should be explored where:

- they are likely to meet the requirements set out in the Act, and
- toll revenues, net of the costs of the tolling scheme itself, will make a positive contribution to the costs of the project.

Increased tolling on new roads will protect existing funding in the National Land Transport Fund for maintaining existing roads.

PPPs, concessions, and other alternative delivery options are to be considered for all projects. The Board should ensure that it has undertaken a more specific set of tests including assuring itself that:

- all relevant options have been examined in relation to any particular project.
- all relevant sources of funding and financing have been examined in relation to any particular project and those deemed suitable have been actively pursued and included in the projects funding mix.
- all relevant delivery models have been examined in relation to any particular project, including delivery models where NZTA may not be the delivery entity, but rather delivered by an expert third party. For the avoidance of doubt, any delivery model selected must represent value for money and balance appropriate levels of risk and timely delivery.

The Government is considering how city and regional deals between central and local government can provide an opportunity to integrate long-term strategy and planning, across the transport system. I expect that the Ministry and NZTA will engage with relevant entities to support this work and, once established, deliver on these deals.

As described above, the Government is also intending to amend the Act to require future GPSs to adopt a 10-year investment plan, bringing them into line with local government Long Term Plans (LTPs). NZTA should consider how to adjust its own systems and processes so that it is ready to deliver a 10-year plan as part of GPS 2027.

NZTA shall develop a strategic approach to the acquisition of land and other property interests, including reviewing existing land holdings, and route protection and land acquisition strategies, to determine alignment with the approach described above.

The Minister expects increased focus on performance and efficiency:

Over the past five years investment has increased significantly in a number of activity classes but this has not resulted in improved outcomes.

- State Highway Maintenance funding has increased by 42 percent, but lane kilometres resealed has reduced by 5 percent and lane kilometres rehabilitated has reduced by 27 percent
- Local Road Maintenance funding has increased by 19 percent, but lane kilometres resealed has decreased by 13 percent and lane kilometres rehabilitated has decreased by 30 percent
- Investment in public transport has increased by 71 percent since 2018 but there has been a 23 percent decrease in patronage.

Road maintenance has become less efficient, and productivity across the sector is not increasing. The Ministry has advised that it is difficult to ascertain whether the amount spent on road maintenance is delivering value for money.

NZTA will be expected to develop a Performance and Efficiency plan that will drive performance and efficiency across all transport investments. The Performance and Efficiency Plan will identify how NZTA and all road delivery agencies will:

- Improve the management of benefits, costs, risk and uncertainty at the programme and activity class level
- Increase the capability and capacity of the transport sector.
- Improve asset management practices across the sector.
- Provide analysis to inform price/quality trade-offs for maintenance and operations expenditure.

- Ensure business case and cost estimation reflect best practice.
- Manage overheads and back-office costs.

The Performance and Efficiency Plan will also need to integrate with the refocussed Road and Efficiency Group (REG) to ensure activities and functions are aligned to drive better accountability, delivery and value for money from our transport investments. The exact scope, functions and reporting lines of the refocussed REG will be developed and approved as part of the Performance and Efficiency Plan.

This plan should be developed in conjunction with the Ministry and submitted for approval by the Minister within three months of the release of draft GPS 2024.

The Minister expects NZTA to ensure that RCAs are following the Ministerial expectations in GPS 2024

It is expected that NZTA will ensure that these expectations are, to the extent applicable, incorporated into the requirements placed on other road controlling authorities as a condition of the inclusion of their projects in the NLTP.

Reporting on the expectations

The NZTA is expected to demonstrate how it is giving effect to these expectations, and specifically how it is progressing with the Performance and Efficiency plan.

Existing NZTA reporting mechanisms are likely to be used wherever possible in this reporting. Possible mechanisms include:

- Statement of Intent and Statement of Performance Expectations
- Assessment of how the NLTP gives effect to GPS 2024
- Annual Report on the NLTF and Annual Report
- Annual reporting on matters relating to the RNIP.

Section 6: Appendices

Appendix A: Debt repayment schedule

The expected NZTA debt repayment schedule is tabulated below. These repayments are a ‘top-slice’ from the NLTF and sit outside of the activity classes.

The debt repayment schedule aggregates the repayments associated with the formal debt arrangements that are currently in place for NZTA and are outlined in Table 5 - NZTA borrowing facilities. The bulk of these repayments are formed by the \$3.144 billion loan facility provided to NZTA to deliver GPS 2024 priorities.

In addition to repayments on NZTA’s borrowing facilities, the expected debt repayments include repayments on the Public Private Partnerships that have been used to deliver Transmission Gully and Puhoi to Warkworth projects included in the previous Roads of National Significance.

As already indicated in Section 4, GPS 2024 represents a change in how borrowing is reported. The activities funded through borrowing (and any new PPPs) will be reported at the time of the investment as expenditure in the appropriate activity class. In practice this means that the repayments indicated in the below table will be ‘top-sliced’ from NLTF revenue outlined in Table 2 – NLTF Annual funding 2024/25-2029/30, before it is spent on activities included in the NLTP, reducing the NLTP expenditure targets in Table 3 – Expenditure targets and ranges.

Table 6. Debt repayment schedule

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
	\$m	\$m	\$m	\$m	\$m	\$m
Expected debt repayments	500	650	1,150	1,000	800	800

Appendix B: Crown Investment Programme

Major Transport Projects



In addition to the forecast \$74 billion investment in land transport through the NLTF over the next 10 years, the Crown also intends to contribute additional funding into transport infrastructure and operations.

The following tables highlight the different projects and programmes that are currently identified for Crown funding.

Roading projects	Region
SH1 Whangarei to Port Marsden	Northland
o Mahurangi – Penlink	Auckland
South Auckland Package	Auckland
SH1 Papakura To Drury	Auckland
SH1-29 Intersection Improvement - Piarere	Waikato
Takitimu North Link – Stage 1	Bay of Plenty
Takitimu North Link Stage 2	Bay of Plenty
Sh58 Safety Improvements	Wellington
SH2 Melling Transport Improvements	Wellington
Otaki To North Of Levin	Wellington
Canterbury Package	Canterbury
Queenstown Package	Otago
Recovery and rebuild	Nationwide
Regional resilience	Nationwide

Rail projects	Region
City Rail Link	Auckland
Wiri To Quay Park - Third Main	Auckland
Papakura To Pukekohe	Auckland
Drury Rail Stations	Auckland
Whangarei To Otiria	Northland
Ashburton Freight Hub	Canterbury
Lower north island rail improvements (includes new passenger rolling stock for the wairarapa and manawatu lines and related network infrastructure)	Wellington / Manawātū
Rail network investment programme – freight	Nationwide
Non-commercial rail investment	Nationwide
Rolling stock	Nationwide

Public Transport	Region
Public Transport Concessions	Nationwide
Eastern Busway	Auckland
Other	Region
Electric Vehicle Charging Infrastructure	Nationwide

Appendix C: Glossary/Definitions

Activity	Defined in the LTMA as a land transport output or capital project, or both
Activity class	Refers to a grouping of similar activities
Approved organisations	Organisations eligible to receive funding from NZTA for land transport activities. Approved organisations are defined in the LTMA 2003
Benefits realisation	A process that demonstrates whether or not (and how well) the anticipated results have been achieved
Capacity of network	The amount of movement of people and/or goods that the network can support at a given time
Demand management	Demand management refers to interventions which change the demand for transport. These interventions may seek to influence how, when and where people travel, and freight is transported. The purpose of demand management is to ensure the transport system is utilised efficiently and effectively, and to reduce the negative impacts of travel and freight movement
Emissions Trading Scheme (ETS)	The New Zealand Emissions Trading Scheme. The ETS requires businesses to surrender one 'emissions unit' (known as an NZU) to the Government for each tonne of emissions they emit. NZUs are tradeable. The ETS limits emissions by limiting the number of NZUs available to emitters (i.e., that are supplied into the scheme)
Fuel Excise Duty (FED)	Fuel Excise Duty is a tax imposed by the government to fund land transport activities. FED includes excise duty paid on liquid petroleum gas and compressed natural gas (in addition to petrol excise duty), but these account for a very small proportion of overall fuel excise
Hypothecation	The direct allocation of all income from a tax or charge (e.g., Fuel/Petrol Excise Duty or Road User Charges) to a particular type of activity (e.g., the National Land Transport Fund)
Lead investment	Investment which acts as a catalyst for future development
Land Transport Management Act 2003 (LTMA)	The main Act governing the land transport planning and funding system
Land transport revenue	Revenue paid into the Fund under the LTMA 2003
Local road	Defined in the LTMA 2003 as a road (other than a state highway) in a district that is under the control of a territorial authority
Local share	The contribution that communities make (through local government) towards transport projects that have shared national and local benefits
Maintenance	Care and upkeep of infrastructure so that it can deliver a defined level of service, while leaving the fundamental structure of the existing infrastructure intact
Ministry of Transport (the Ministry, MoT)	The government's principal transport policy adviser that leads and generates policy, and helps to set the vision and strategic direction for the future of transport in New Zealand
Motor vehicle registration and licensing fees	Motor vehicles pay a registration fee when first registered to enter the fleet, and an annual licence fee to legally operate on the road network. Motor vehicle

	registration and licensing fees are defined as land transport revenue. The fees are intended to contribute to the maintenance of the Motor Vehicle Register where the details of motor vehicles are recorded
National Land Transport Fund (NLTF, the Fund)	The set of resources, including land transport revenue, that are available for land transport activities under the National Land Transport Programme
National Land Transport Programme (NLTP)	A programme, prepared by NZTA, that sets out the land transport activities which are likely to receive funding from the National Land Transport Fund. The NLTP is a three-yearly programme of investment in land transport infrastructure and services from the Fund
New Zealand Rail Plan	Government's plan that guides investment to be made through the rail investment programme to achieve a reliable, resilient, and safe rail network
One Network Framework	A tool, prepared by NZTA, to help establish transport network function, performance measures, operating gaps and potential interventions for each road and street type
Petrol Excise Duty (PED)	Petrol Excise Duty is a tax imposed by the Government on petrol and is used to fund land transport activities
Public transport	Passenger transport infrastructure and services contracted by local and central government which may include shared on-demand services identified in Regional Public Transport Plans as integral to the public transport network. Interregional passenger transport by means of a rail vehicle
Rail Network Investment Programme (RNIP)	A ten-year plan of projects, guided by the New Zealand Rail Plan, to achieve a reliable, resilient, and safe rail network. The programme is written by KiwiRail and approved by the Minister of Transport with guidance from NZTA
Regional Land Transport Plans (RLTPs)	Plans prepared by Regional Transport Committees, that set out each region's transport objectives and policies for a period of at least 10 years. This includes bids for funding from the NLTP
Regional Transport Committees (RTCs)	A transport committee, which must be established by every regional council or unitary authority for its region. The main function of a regional transport committee is to prepare an RLTP
Results	The outcomes that the Crown wishes to achieve from the allocation of funding from the National Land Transport Fund. They are expressed by a measure change, and are impacted by the level of investments, activities and deliverables required to realise the change
Road controlling authorities (RCAs)	Authorities and agencies that have control of the roads, including NZTA, territorial authorities, Auckland Transport, the Waitangi Trust, and the Department of Conservation
Road User Charges (RUC)	Charges on diesel and heavy vehicles paid to the Government and used to fund land transport activity
State highways	A road designated as such by NZTA, as defined by the LTMA 2003
Track user charges (TUC)	Charges paid for access to/use of the rail tracks
Total Mobility Scheme	The Total Mobility Scheme provides subsidised licensed taxi services to people who have an impairment that prevents them from making a journey unaccompanied, on a bus, train or ferry in a safe and dignified manner
New Zealand Transport Agency - Waka Kotahi (NZTA)	The government agency with statutory functions to manage the funding of the land transport system and manage the state highway system

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8.3 PLANNING AND REGULATORY REPORT (JANUARY AND FEBRUARY UPDATE)

Author: Hinetaakoha Viriaere, Group Manager Planning and Regulatory Services

Authoriser: Kitea Tipuna, Tumu Whakarae Chief Executive

Appendices: 1. Planning and Regulatory Report [↓](#)

1. PURPOSE

1.1 See recommendation below.

RECOMMENDATION

The Group Manager Planning and Regulatory Services RECOMMENDS that Committee receive the report.



PLANNING & REGULATORY GROUP REPORTS

Due 10th of each month

MONTH: January 2024 – February 2024

1. PLANNING & REGULATORY SUMMARY

GENERAL:

- As required resource consent applications have been outsourced due to the current shortage in Planning staff.
- The Building Compliance Team continue to undertake Rapid Building Assessments.
- Infringements for Freedom Camping are at an all-time low, despite having seen the highest number of freedom campers that the district has had in the past few years.
- Alcohol premises inspections have been conducted throughout all licenced premises in the district. Non-compliance has been seen. However, an education approach is being taken in the first instance.



2. PLANNING & RESOURCE MANAGEMENT

Resource Consents	January	February
Consent applications received	3	2
Ancillary applications received (COC, Sec 223, 224, 221 etc)	1	1
Ancillary applications granted (COC, Sec 223, 224, 221 etc)	1	0
Decisions notified	5	2
Proportion of consents processed within statutory timeframes	100%	100%
Proportion of ancillary applications processed within statutory applications	100%	100%
Onsite visits/inspections undertaken	8	6
RMA breaches recorded	0	0
Infringements issued	0	0
Pre application meetings (In person)	2	3

- The Planning Department was unable to fill the Planner and Principal Planner vacancies however a Planning Administrator and Support Officer (fixed term) position has been filled.
- As required resource consent applications have been outsourced due to the current shortage in Planning Staff.

3. ENVIRONMENTAL HEALTH

3.1 Liquor Licensing

	January	February
New licences Issued (Managers/club/on/off)	2	4
Renewals issued (Managers/club/on/off)	2	2
Special licences applied for	0	2
Proportion of licences issued within statutory timeframes	100%	100%

3.2 Health licensing

	January	February
Health licences Issued	0	0
Food Control Registration / NPs New	0	1
Food Control Plan Re: Registration	3	3
Food Premises visited for compliance	0	3



Proportion of licences issued within statutory timeframes	100%	100%
Warnings Issued for compliance	0	0
Infringements issued	0	0

3.3 Noise Control

	January	February
Call outs received	9	6
Premises Visited	7	4
Warnings Issued/Items Seized	0	0
Infringements issued	0	0

4. BUILDING CONTROL

Building Consents	January	February
Consents received	6	13
Consents granted	7	5
Residential consents issued	6	3
Total value of new building consent/work (received)	\$138,000	\$1,483,930
Proportion of building consents processed within statutory timeframes	85.7%	100%
Proportion of CCC's issued within statutory timeframes	100%	100%
Building consent exemptions issued	2	0
Inspections undertaken	24	24
Property Information		
LIM's received	2	5
Proportion of LIM's issued within statutory timeframes	100%	100%

- The BCA experienced a National Flooding event as a result of Cyclone Gabrielle, in excess of 300 buildings were affected in the Wairoa area and Rapid Building Assessments were undertaken by the building team.
- BCA resources will be under pressure for the next 12 – 24 months as the cyclone recovery progresses as BCOs will be conducting flood affected building reassessments and working with multiple agencies regarding temporary accommodation options for displaced homeowners. Consent processing, when possible, will be outsourced to relieve this pressure.



4.1 Rapid Building Assessments – Feb 2024

The Building Compliance team continue to undertake Rapid Building Assessments (RBA). Following a Rapid Building assessment, a building or home will receive either a white, yellow or red placard (notice). See placard descriptions below:

- **White – can be used:** The building may have suffered little or no damage and can be used (*dwelling possibly untouched but septic flooded, house cleaned and dried but wall linings & cabinetry not completed*).
- **Yellow – restricted access:** The building may have moderate damage and access is restricted. Access may be restricted to some of the building only or may be restricted for short-term entry only. The Yellow placards are either Y1 or Y2 as follows:
 - a) Y1 – Restricted access to part/s of building (*e.g., Multi-level properties where part/s of building were not impacted, granny flat untouched but house impacted*).
 - b) Y2 – Restricted access – short term. Not able to be occupied, entry for repair works only (*Flood-impacted house requiring reinstatement works*).
- **Red – entry prohibited:** The building cannot be used and entry is prohibited because it has sustained moderate or heavy damage and poses a significant risk to health or life (*severely impacted dwelling, dwelling or property at risk*).
- **Green – building reinstated:** All required remediation work for flood-impacted house works have been completed, WDC building inspectors have signed off the works (WDC final inspection completed), placards removed & WDC records updated.

The peak numbers for RBAs are shown in Table 1 below. The change in RBA placard numbers between March 2023 and Feb 2024 (see table 2 below) show that nearly a year on there has been a reduction in the number of placards for Commercial and Residential premises however numbers are still high and highlight that there is still a long way to go for housing repairs. However, reinstatement works in the last month have increased considerably and this trend is expected to continue.

Table 1: RBA no.s as at 8th March 2023.

Rapid Building Assessments	Commercial	Residential
Red – entry prohibited	0	2
Yellow – restricted access	46	146
White – can be used	74	198

Table 2: RBA no.s as at end of February 2024.

Rapid Building Assessments	Commercial	Residential
Red – entry prohibited	0	3
Yellow – restricted access	34	104
White – can be used	35	164
Green – building reinstated	43	87



On November 8th 2023 a significant rain/flood event in the Mahia/Nuhaka area resulted in a further 3 Commercial Yellow Placards, 16 Residential Yellow Placards & 2 Red Residential Placards.

Due to safety works implemented by WDC we have since downgraded 1 red placard to white & 1 yellow placard to white at Browns Rise, Mahia.

5. COMPLIANCE

5.1 Dog Control

	January	February
Call outs received	27	33
Impounded	10	15
Warnings issued	2	10
Infringements issued	48	7
Pending court cases	0	0
Dogs destroyed	6	3
Dogs rehomed	0	0

5.2 Stock Control

	January	February
Call outs received (farm animals)	11	5
Impounded farm animals	2	2
Warning issued on stray farm animals	0	0
Infringements issued	0	0
Pending court cases	0	0
Animals destroyed	0	0

- The Compliance team is still promoting the dog desexing programme which can be undertaken at 2 of our local Wairoa Vets. Posters have been placed around the Wairoa district. There is no cost if you have a Community Service card or Gold card. The programme is sponsored by the Fred Lewis Foundation.
- After hours call outs for stock have been lower recently as a result of increased comms and notices in the media.

5.3 Freedom Camping

	January	February
Number of Patrols	12	7
Warnings issued	0	0
Infringements issued	5	0
Pending court cases	0	0



- A formal Freedom Camping report for the 2023/2024 period was sent to the Regulatory Manager, the Compliance and Licensing Manager, and the Māori Relationships Manager. This report is available upon request.

6. COMPLIANCE – TRADE WASTE

6.1 Trade Waste Compliance Management

	January	February
Premises Inspected	9	7
New Trade Waste Licenses Issued	1	0
Trade Waste Licenses Renewed	3	5
Trade Waste Management Plans Initiated	1	3

- The Planning and Regulatory and the Assets and Infrastructure Depts are working together with their teams i.e., Trade Waste Compliance and Property teams to address the issue of abandoned cars. As of 7/02/24 we have over 150 car wrecks on private land on our list, 60 have already been removed from the Wairoa District. Abandoned car pick-ups are ongoing. Looking into ideas to lower the cost of disposal of trade waste from grease traps.