


OC230755

28 September 2023



Tēnā koe 

I refer to your email dated 23 August 2023 requesting the following under the Official Information Act 1982 (the Act):

*“The July 6, 2023 document “Reshaping Streets – Streets Layouts Rule”
Every “Monthly Dashboard ERP” since March 2023
The July 24, 2023 document “Draft GPS 2024 – Further Advice”*

On 19 September 2023, we advised you of an extension to the time period for responding to your request. The extension was due to consultations necessary to make a decision on your request being such that a proper response could not reasonably be made within the original time limit. We have now completed the necessary consultations.

You requested every ERP dashboard since March 2023. Since March 2023, there have been five ERP dashboards as outlined below:

- OC230307 - Monthly Dashboard ERP - March 2023
- OC230537 - Monthly Dashboard ERP - April 2023
- OC230572 - Monthly Dashboard ERP - May 2023
- OC230732 - Monthly Dashboard ERP - June 2023
- OC230777 - Monthly Dashboard ERP - July 2023

March 2023 dashboard was released to you on 20 June 2023 (reference OC230485). The remaining four dashboards are considered under this request.

There were six documents in scope of your request:

- five are released with some information withheld or refused
- one is refused.

Certain information is withheld, and documents refused, under the following sections of the Act:

- | | |
|-------------|--|
| 9(2)(a) | to protect the privacy of natural persons |
| 9(2)(f)(iv) | to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials |

- 9(2)(g)(i) to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any public service agency or organisation in the course of their duty
- 9(2)(j) to enable a Minister of the Crown or any public service agency or organisation holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)
- 18(d) the information requested is or will soon be publicly available

The above information is detailed in the document schedule attached as Annex 1.

With regard to the information that has been withheld under section 9 of the Act, I am satisfied that the reasons for withholding the information at this time are not outweighed by public interest considerations that would make it desirable to make the information available.

You have the right to seek an investigation and review of this response by the Ombudsman, in accordance with section 28(3) of the Act. The relevant details can be found on the Ombudsman's website www.ombudsman.parliament.nz

The Ministry publishes our Official Information Act responses and the information contained in our reply to you may be published on the Ministry website. Before publishing we will remove any personal or identifiable information.

Nāku noa, nā



Hilary Penman
Manager, Ministerial Services

Annex 1 - Document Schedule

Doc #	Reference	Document	Decision on release
1	OC230587	Reshaping Streets - Streets Layouts Rule	Released with some information withheld under Sections 9(2)(a) and 9(2)(f)(iv). Annex 1 is refused under Section 18(d) as it is available here: https://www.nzta.govt.nz/resources/rules/street-layouts-2023/
2	OC230537	Monthly Dashboard ERP – April 2023	Released with some information withheld under Sections 9(2)(f)(iv) and 9(2)(g)(i).
3	OC230572	Monthly Dashboard ERP - May 2023	Released with some information withheld under Sections 9(2)(f)(iv), 9(2)(g)(i) and 9(2)(j).
4	OC230653 T2023/1462	Draft GPS 2024 - Further advice	Refused under Section 18(d). Once published, it will be available here: https://www.transport.govt.nz/about-us/what-we-do/proactive-releases/SearchForm
5	OC230732	Monthly Dashboard ERP - June 2023	Released with some information withheld under Sections 9(2)(f)(iv), 9(2)(g)(i) and 9(2)(j).
6	OC230777	Monthly Dashboard ERP – July 2023	Released with some information withheld under Section 9(2)(f)(iv).



Document 1

6 July 2023

OC230587

Hon David Parker

Action required by:

Minister of Transport

Monday, 17 July 2023

RESHAPING STREETS - STREET LAYOUTS RULE

Purpose

To provide you with the attached Land Transport Rule: Street Layouts 2023 (**Street Layouts Rule**), which we recommend you make under the *Land Transport Act 1998* (**LTA**).

Key points

- The Reshaping Streets package contains policies designed to reduce the administrative cost of making street changes and to facilitate councils making street changes that support public transport, active travel, and placemaking. The Cabinet Economic Development Committee (**DEV**) approved these policies on 22 May 2023.
- To give effect to these policies, you need to make a new Land Transport Rule under section 152 of the LTA – specifically the Street Layouts Rule.
- The Street Layouts Rule will enable certain road controlling authorities (**RCAs**) to:
 - pilot (trial) street changes as a form of consultation
 - use new types of traffic control, including modal filters and School Streets
 - allow for the creation of Community Street events.
- The LTA requires you to have regard to certain factors when making a rule. This briefing outlines how the Street Layouts Rule has been developed in accordance with statutory and other requirements, and the matters that you must consider under the LTA when exercising your power to make rules.
- The Street Layouts Rule is attached for your signature. To enable this new rule to come into force before the election, we recommend you sign it by 19 July 2023. The signed rule can then be notified in the *New Zealand Gazette* on 24 July so that it can come into force 28 days later, on 21 August. We are liaising with your office on a press release for you to announce the new rule before it is gazetted.
- Other proposals agreed by DEV will be implemented through the Government Roothing Powers Amendment Bill. s 9(2)(f)(iv)

Recommendations

We recommend you:

- | | | |
|---|--|----------|
| 1 | sign the attached copy of the Land Transport Rule: Street Layouts 2023 | Yes / No |
| 2 | authorise Waka Kotahi New Zealand Transport Agency to notify the making of the Land Transport Rule: Street Layouts 2023 in the <i>New Zealand Gazette</i> | Yes / No |
| 3 | authorise the laying of the Land Transport Rule: Street Layouts 2023 before the House of Representatives. | Yes / No |



Jessica Ranger
Manager, Placemaking and Urban
Development

06 / 07 / 23

Hon David Parker
Minister of Transport

..... / /

Minister's office to complete:

☐ Approved

☐ Declined

☐ Seen by Minister

☐ Not seen by Minister

☐ Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Jessica Ranger, Manager, Placemaking and Urban Development, Ministry of Transport	s 9(2)(a)	
Nick Potter, Principal Adviser, Placemaking and Urban Development, Ministry of Transport		✓
Andrew Challis, Senior Solicitor, Ministry of Transport		For any legal queries

RESHAPING STREETS - STREET LAYOUTS RULE

Background

- 1 The Reshaping Streets package contains proposals designed to reduce the administrative cost of making street changes and facilitate councils making street changes that support public transport, active travel and placemaking. The Government committed to consider this package in the Emissions Reduction Plan (**ERP**).¹ DEV approved the policies behind Reshaping Streets on 22 May 2023 [DEV-23-MIN-0086 refers].
- 2 The first step to give effect to these policies is by making an ordinary rule under the LTA: the Street Layout Rule. This must be signed by you to come into law. A copy for your signature is attached to this briefing.
- 3 The Street Layouts Rule will give certain RCAs (particularly local authorities) the ability to:
 - 3.1.1 pilot (trial) street changes as a form of consultation
 - 3.1.2 use new types of traffic control, including modal filters and School Streets²
 - 3.1.3 allow for the creation of Community Street events.³
- 4 It will not be mandatory for RCAs to implement any street changes because of these proposals.
- 5 To give effect to the remaining policies of Reshaping Streets agreed by DEV in DEV-23-MIN-0086, the next step will be the Government Roadway Powers Amendment Bill (**the Bill**). This will primarily amend the *Government Roadway Powers Act 1989* and the *Local Government Act 1974* (**LGA 1974**). The Bill will:
 - 5.1 make changes in primary legislation to support the use of pilots and the new types of traffic control
 - 5.2 consolidate the existing processes for closing roads for events into a single, more flexible process (based on that of Community Streets),
 - 5.3 make the process for creating pedestrian malls more consistent with those of other forms of traffic control
 - 5.4 simplify the process for creating transport shelters (e.g. bus shelters, as opposed to bus stops)
 - 5.5 strengthen and clarify requirements around Limited Access Roads

¹ Action 10.1.2D in the ERP included a commitment to 'Consider regulatory changes to make it simpler and quicker to make street changes.'

² 'School Streets' involve imposing restrictions on motorised traffic outside schools during school drop-off and pick-up times, sometimes permitting only residents' vehicles.

³ 'Community Streets' are short-term short-duration road closures for children to play on the roadway.

- 5.6 shift transport provisions from the LGA 1974 into transport-administered legislation, including the *Government Rounding Powers Act 1989*.

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s 9(2)(f)(iv)

Information for you to consider before signing the Street Layouts Rule

As Minister of Transport, you have legal authority to make Land Transport Rules

- 7 The LTA provides you, as the Minister, the ability to make, amend, or revoke an ordinary rule for matters such as safety, technical requirements and standards, and any other matter contemplated by the Act.
- 8 Particularly relevant for the Street Layouts Rule is section 157(1)(a) of the LTA. This section allows rules to be made to “regulate the use of roads, and empower road controlling authorities to control, restrict, and prohibit traffic, and to close roads in specified circumstances or on specified occasions, in accordance with the rules”.

In order for you to make a rule under the LTA, public notification and consultation must have taken place

- 9 Public notification and consultation for Reshaping Streets ran from 9 August 2022 to 19 September 2022. There were 898 submissions from a variety of stakeholders including councils, industry organisations, and members of the public. Consultation included three webinars for the public, RCAs (largely councils), and accessibility groups (including disability groups).

Legal matters for your specific consideration

- 10 Section 164(2) of the LTA requires you to have regard to and give such weight as you consider appropriate in each case to a number of matters when deciding to make a rule. You must consider these matters yourself and may not delegate this obligation to anyone else. The matters are set out in the table on the following pages, together with Te Manatū Waka Ministry of Transport (**the Ministry**) advice on these (incorporating advice received from Waka Kotahi).

Matter to be considered	Advice
<p>Section 164(2)(a)</p> <p>The level of risk existing to land transport safety in each proposed activity or service</p>	<p>The proposed Street Layouts Rule may have an indirect positive impact on land transport safety. Street changes facilitated by the rule, including reduced speeds, reduced vehicle traffic, and reallocation of road space may particularly benefit the safety of people walking and cycling.</p>
<p>Section 164(2)(b)</p> <p>The nature of the particular activity or service for which the rule is being established</p>	<p>The proposed Street Layouts Rule is intended to facilitate use of public road space for purposes other than the movement and storage of private motor vehicles. It will support alternative consultation processes, provide new traffic control powers, and an interim process to facilitate small-scale events on quiet streets. All decisions under the Street Layouts Rule will remain subject to the requirements for decision making by local authorities in the <i>Local Government Act 2002</i> (LGA 2002).</p>
<p>Section 164(2)(c)</p> <p>The level of risk existing to land transport safety in NZ in general</p> <p>and</p> <p>Section 164(2)(d)</p> <p>The need to maintain and improve land transport safety and security, including (but not limited to) personal security</p>	<p>The proposed Street Layouts Rule may have an indirect positive impact on land transport safety generally. Street changes facilitated by the rule may include lower speed limits and traffic calming measures to reduce speeds, as well as installation of measures that ensure mode separation of people travelling by foot, bike, and motor vehicles.</p>
<p>Section 164(2)(da)(i)</p> <p>the appropriate management of infrastructure, including (but not limited to) the impact of vehicles on infrastructure</p> <p>and</p> <p>Section 164(2)(da)(ii)</p> <p>the appropriate management of infrastructure, including (but not limited to) whether the costs of the use of the infrastructure are greater than the economic value generated by its use</p>	<p>The proposed Street Layouts Rule may have an indirect positive impact on the appropriate management of infrastructure. Street changes facilitated by the rule, including reduced speeds, reduced vehicle traffic, and reallocation of road space may help to reduce the wear on infrastructure from vehicles. These changes may also increase the capacity of roads for moving people, by enabling more people to travel by space-efficient forms of transport such as buses, bicycles, and by foot.</p>
<p>Section 164(2)(e)(i)</p> <p>Whether the proposed rule assists economic development</p>	<p>The proposed Street Layouts Rule is not expected to have a direct effect on economic development. However, there may be an indirect influence on the economy. Some business may be affected by reduced on-street parking, but evidence overseas has also shown that improved walkability can result in increased foot traffic and customer spending. Street changes and events facilitated by the rule may have an impact on freight transport. Street changes could slow freight transport in some areas or, by reducing overall traffic volumes, help to manage congestion and make freight journeys more reliable.</p>

Matter to be considered	Advice
Section 164(2)(e)(ii) Whether the proposed rule improves access and mobility	The proposed Street Layouts Rule may indirectly support improved access and mobility. Street changes facilitated by the rule would make it easier for people to access places by public transport and active modes. Evidence shows that public transport and active travel networks can be effective for managing traffic congestion as they are very space-efficient transport modes. This will assist with maintaining/improving access by a variety of modes.
Section 164(2)(e)(iii) Whether the proposed rule promotes and protects public health	The proposed Street Layouts Rule may indirectly influence the protection and promotion of public health. Street changes and events facilitated by the rule may result in more active travel and thereby physical activity.
Section 164(2)(e)(iv) Whether the proposed rule ensures environmental sustainability	The proposed Street Layouts Rule may have an indirect positive impact on environmental sustainability. Street changes facilitated by the rule would make it easier for people to access places by public transport and active modes. This in turn may drive transport mode shifts, reducing car use and therefore vehicle emissions.
Section 164(2)(ea) The costs of implementing measures for which the rule is being proposed	The proposed Street Layouts Rule will not have any direct financial impacts. The rule provides new tools for RCAs to manage road use but it is optional for RCAs to apply the new tools and therefore incur costs. Associated costs will be at the expense of the local authority making street changes.
Section 164(2)(6e) New Zealand's international obligations concerning land transport safety and Section 164(2)(f) The international circumstances in respect of land transport safety	The proposed Street Layouts Rule may have an impact on New Zealand's international obligations, more specifically with the United Nation's Convention on the rights of persons with disabilities. It will facilitate street changes that help to enable persons with disabilities to live independently and participate fully in all aspects of life, such as wider footpaths and cycleways, which will help to remove cycles from footpaths. However, reduced vehicle access will need to be managed carefully to ensure that disabled people who rely on private motor vehicles can still access services, workplaces, and other amenities.
Section 164(2)(g) Such other matters as you consider appropriate in the circumstances	Under section 5ZN of the <i>Climate Change Response Act 2002</i> , in exercising your public function to make rules you may, if you think fit, take into account— (a) the 2050 target; or (b) an emissions budget; or (c) an emissions reduction plan. The Reshaping Streets regulatory changes are part of the ERP under action 10.1.2.D: "to consider regulatory changes to make it simpler and quicker to make street changes."

- 11 Ordinary rules are secondary legislation and are disallowable instruments for the purposes of the *Legislation Act 2019*. Under section 114 of that Act, they must also be laid before the House of Representatives in accordance with the House's rules and practice. Current House rules and practice require this instrument to be presented to the House not later than the sixteenth sitting day after the day on which they were made.

Regulations Review Committee

- 12 Drafts of the Street Layouts Rule have not been referred to the Regulations Review Committee (**the Committee**) under Standing Order 326(2).
- 13 We do not consider there to be any grounds for the Committee to draw the Amendment Rule to the attention of the House under Standing Order 327(2). However, we cannot discount the Committee taking an interest in the Street Layouts Rule, given that it covers similar subject matter to that provided for in primary legislation.

Compliance

- 14 The Street Layouts Rule is consistent with:
- 14.1 the principles of Te Tiriti o Waitangi
 - 14.2 advice from the Treaty Provisions Officials Group on any Treaty of Waitangi provisions
 - 14.3 the rights and freedoms contained in the *New Zealand Bill of Rights Act 1990* and the *Human Rights Act 1993*
 - 14.4 the principles and guidelines set out in the *Privacy Act 2020*
 - 14.5 relevant international obligations
 - 14.6 the Legislation Guidelines (2021 edition), which are maintained by the Legislation Design and Advisory Committee.

Other legislative implications

- 15 The Street Layouts Rule will make consequential amendments to Land Transport Rule: Traffic Control Devices 2004 and Land Transport Rule: Setting of Speed Limits 2022.

Publicity

- 16 Subject to your signing the Street Layouts Rule, Waka Kotahi will notify the making of the Street Layouts Rule in the Gazette. Waka Kotahi and the Ministry will publicise the rule in its publications and on their websites.

Timeline and next steps

- 17 We are liaising with your office on a press release for you to announce the new Street Layouts Rule in the week ending 21 July 2023.
- 18 Once you have signed the Street Layouts Rule, Waka Kotahi will organise publication in the *New Zealand Gazette* on 24 July 2023.
- 19 The rule will then come into force 28 days after gazettal, as outlined in the following timeline.

Stage	Timeline
Consider this briefing and sign rule	12-17 July 2023
Notify Waka Kotahi to lodge <i>Gazette</i> notice	Wednesday 19 July
Publicly announce the new rule	TBC in the week ending 21 July 2023
Gazetting the new rule	Monday 24 July 2023
New rule comes into force	Monday 21 August 2023

s 9(2)(f)(iv)

Annex 1: Land Transport Rule: Street Layouts 2023

Annex 1 is refused under section 18(d).

RELEASED UNDER
THE OFFICIAL INFORMATION ACT 1982

Transport Chapter ERP Dashboard

As at 30 April 2023

A Portfolio overview of the priority areas within the Transport Chapter of the Emissions Reduction Plan (ERP).

Key Highlights from this Period

Key successes for April 2023 include:

- The Contestable Fund for Bus Decarbonisation was launched on 28 April 2023. The Funding Agreement between the Ministry and Waka Kotahi has been signed.
- Consultation on the draft EV Strategy successfully got underway and six online engagement workshops were held with stakeholders.
- International recruitment of bus drivers can resume following confirmation of the transport sector agreement that includes a lower wage rate requirement. The national bus driver shortfall has reduced from about 860 in December 2022 to about 460 in April 2023.

Programme Level Updates

Budget 2023

- Budget 2023 decisions will impact the delivery of the priority areas in this dashboard as well as initiatives in the wider transport emissions reduction programme. Once decisions are communicated, the Ministry will set up funding agreements and/or projects as needed so implementation can begin quickly.

Updating emissions modelling to reflect the current status of the programme

- There are now several transport initiatives that have been discontinued, delayed or changed in scope compared to what was included in the ERP following Ministerial decisions. Additionally, some initiatives in the transport programme remain not resourced or under resourced, while others are proving to be more successful than originally estimated (OC230365 refers).
- Ministers have requested updated emissions modelling across all sectors to reflect the latest changes to baseline projections, as well as updates to reflect the best understanding we have of policy initiatives. This advice is on the agenda for the CRMG meeting on 31 May 2023.

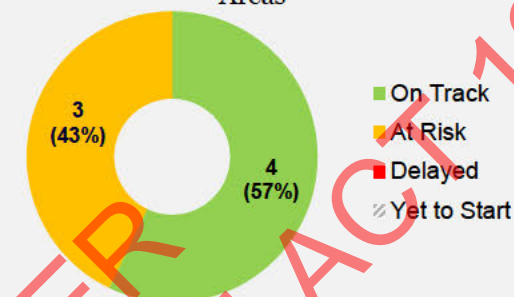
Climate Change Commission draft advice

- The Climate Change Commission released its draft advice to inform the strategic direction of the ERP2 on 26 April 2023 and consultation is open until 20 June 2023. Advice will be provided to you on the transport recommendations in the draft advice.

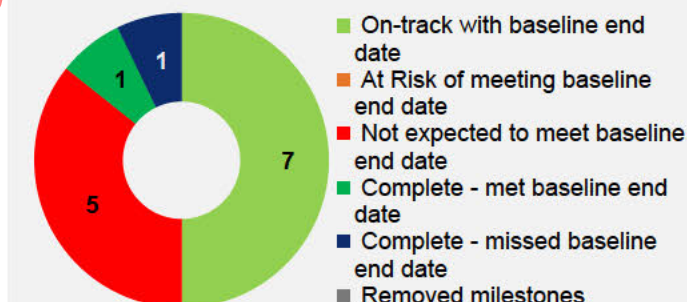
Priority Area and Milestones Overview

OC230537 Document 2

Overall Delivery Progress for the Priority Areas



Milestone status



Upcoming Cabinet/Ministerial Decisions (For Priority Areas)

Minister and Cabinet Decisions relating to priority ERP initiatives	Week Ending
Reflecting ERP commitments in the next GPS	9 June 2023
• Agreement to release Draft GPS 2024 for public consultation	
VKT Reduction Plan and Programmes (including sub-national VKT targets)	30 June 2023
• Confirmation and publication of sub-national VKT reduction targets for Tier 1 urban areas	
EV Charging Infrastructure & Budget Bid	14 July 2023
• ENV and Cabinet agreement to final Strategy	
VKT Reduction Plan and Programmes (including sub-national VKT targets)	26 July 2023
• Endorsement of publishing the national plan	

CERF Financial Update

Overall Financial Status ●

Year-to-date spend as at 30 April 2023 is **\$8.46m**, making up 5.55% of the \$152.37m appropriated funding. Although there was no spend for the month, the Community Connect YTD amount has been corrected in this report to \$1.46m. An error in coding meant that \$1.24m was missed out from previous reports.

In-Principle Expense Transfers (IPETs) have been applied for the initiatives **Mode-Shift and Reducing Light Vehicle Kilometres Travelled** and **Community Connect – Public Transport Concessions for Community Services Cardholders**. These will be confirmed by the Treasury on 20 June 2023. The other two initiatives are set up as Multi-Year Appropriations and therefore do not require IPETs to transfer funding between years.

Initiative title	Apr-23 Spend (\$)	Total Actual YTD spend (\$)	Original CERF Approved Funding (\$)	Indicative FY 22/23 spend (\$)	Actual YTD spend / Indicative FY 22/23 spend (%)
Mode-Shift and Reducing Light Vehicle Kilometres Travelled	\$0.00 million	\$6.5 million	\$110.30 million	\$11.54 million	56%
Community Connect – Public Transport Concessions for Community Services Cardholders	\$0.00 million	\$1.46 million	\$24.78 million	\$1.60 million	91%
Retaining and Recruiting Bus Drivers – Improving Terms and Conditions	\$0.00 million	\$0.00 million	\$13.00 million	\$13.00 million	0%
Decarbonising the Public Transport Bus Fleet	\$0.00 million	\$1.00 million	\$4.29 million	\$4.29 million	23%
Total	\$0.00 million	\$8.97 million	\$152.37 million	\$30.06 million	29%

Delivery Progress as at 30 April 2023

Key

Overall delivery progress:

On-track

At Risk

Milestone status:

On-track with baseline end date

At Risk of meeting baseline end date

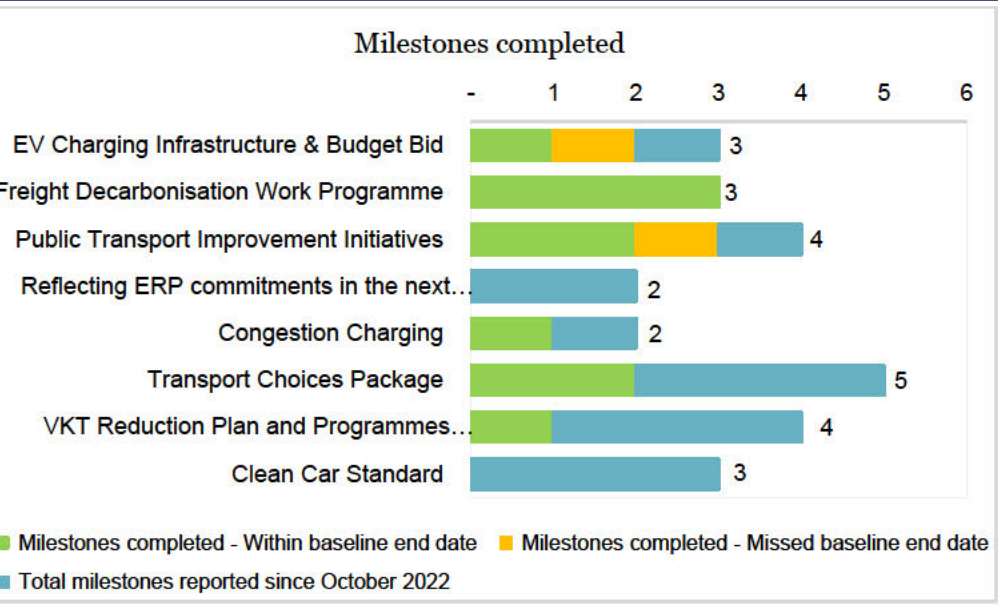
Complete – missed Baseline end date

Not expected to meet baseline end date

Complete – met Baseline end date

Baseline End Date: This is the scheduled end date when the milestone was established

Forecast End Date: This is the revised end date of the milestone, taking into account set backs/developments



EV Charging Infrastructure & Budget Bid

On-track

Consultation on the draft EV Strategy got underway in April 2023. Looking ahead, the Ministry will work on a summary of submissions. A briefing will be developed suggesting areas to change in the final Strategy that will be provided along with the draft Cabinet Paper in the week ending 16 June. The Ministry expects to take the final Strategy to Cabinet for approval in July, ready for publication in August 2023.

The overall delivery progress is now rated as “on-track” due to the release of the EV Charging Strategy happening in line with Ministerial expectations, and the overall objective of the initiative being on track for delivery this year.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Mar-23 Status	Apr-23 Status
1/05/2022	30/06/2023	31/08/2023	Final EV Charging Strategy approved by Cabinet	At Risk	At Risk

Freight Decarbonisation Work Programme

TBC

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Mar-23 Status	Apr-23 Status
TBD	TBD	-	NEW MILESTONE IN DEVELOPMENT	At Risk	At Risk

Public Transport Improvement Initiatives

At Risk

International recruitment of bus drivers can now recommence following confirmation of the transport sector agreement that includes a lower wage rate requirement. Under the sector agreement, eligible bus drivers will have a 2-year work to residence pathway.

The Contestable fund for Bus Decarbonisation has been launched as planned on 28 April 2023. The Funding Agreement between the Ministry and Waka Kotahi has been signed.

Community Connect for Community Services Card holders is well positioned to roll-out on 1 July 2023 across all of New Zealand, with the soft launch for registrations commencing 31 May 2023.

s 9(2)(g)(i)

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Mar-23 Status	Apr-23 Status
1/05/2022	31/03/2023	1/07/2023	Community Connect launched nationwide	At Risk	At Risk
1/05/2022	31/03/2023	30/04/2023	Contestable funding model for Bus Decarbonisation is launched	At Risk	On-track

Reflecting ERP commitments in the next GPS

On-track

There has been no further work on ERP aspects of the GPS 2024 for the reporting period.

The overall delivery progress is rated “on-track” due to the priority area advancing in line with Ministerial expectations and because the initiative is expected to be completed within the overall timeframe outlined in the DTAP.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Mar-23 Status	Apr-23 Status
1/05/2022	31/03/2023	30/07/2023	Undertake public engagement on the draft GPS 2024	At Risk	At Risk
1/05/2022	30/09/2023	No change	Publish final GPS 2024	On-track	On-track

Congestion Charging

On-track

s 9(2)(f)(iv)

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Mar-23 Status	Apr-23 Status
1/05/2022	31/03/2023	8/05/2023	s 9(2)(f)(iv)	At Risk	At Risk

Transport Choices Package

At Risk

The Transport Choices package is progressing well, and Waka Kotahi is further refining delivery with councils to ensure a successful pipeline of project delivery. This includes working with councils to produce project plans, engagement plans, monitoring and evaluation plans and in some cases reviewing providing and feedback on initial concept designs. Works have begun on:

- Hendry Avenue project in Auckland
- Consultation is underway on five more projects

While the milestones are all on track, there is ongoing risk to the delivery of the programme related to council resource and prioritisation which is reflected in the amber rating.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Mar-23 Status	Apr-23 Status
1/12/2022	30/09/2023	No change	NEW MILESTONE: Pre-implementation of all projects	At Risk	On-track
1/12/2022	18/12/2023	No change	NEW MILESTONE: Briefing to the Minister on final investment programme	At Risk	On-track
1/12/2022	30/06/2024	No change	NEW MILESTONE: Implementation of all projects completed	At Risk	On-track

VKT Reduction Plan and Programmes (including sub-national VKT targets)

At Risk

The national VKT reduction plan and engagement on the urban programmes is progressing well. The revised draft plan and a briefing will be provided to the Minister in late May. The briefing will include a update on the urban programmes.

Waka Kotahi have completed initial assessment of the EOIs for the Urban Programmes, work is now underway to develop detailed guidance based on the gaps identified in these responses. Funding is expected to be approved in May 2023.

The Ministry has also completed engagement Tier 1 councils regarding proposed sub-national VKT targets. A summary of feedback has been prepared to share with councils and form the basis of advice to Ministers.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Mar-23 Status	Apr-23 Status
1/05/2022	30/06/2023	No change	Engagement with councils, iwi/Māori and other partners on the national plan	On-track	On-track
1/05/2022	30/06/2023	No change	Sub-national VKT targets finalised	On-track	On-track
1/05/2022	30/06/2023	31/08/2023	National plan published	At Risk	At Risk

Clean Car Standard

On-track

Waka Kotahi is on track to introduce the functionality needed to enable importers to offset and pay charges, transfer credits and invoice balances from 1 June 2023. A milestone has been added to reflect the regulatory change needed to enable Cabinet’s decision that disability vehicles should be deemed as “Type B vehicles” (Type B vehicles have less strict CO2 targets assigned to distributors). Work is progressing on the regulations for this amendment, which is due to be in force from 1 July 2023.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Mar-23 Status	Apr-23 Status
1/05/2022	30/06/2023	1/06/2023	Implementation of the legislated targets	On-track	On-track
11/04/2023	1/07/2023	No change	NEW MILESTONE: Amendment to the Land Transport (Clean Vehicle Discount Scheme Charges) Regulations 2022 to classify Disability Vehicles as “Type B vehicles”	At Risk	On-track

Transport Chapter ERP Dashboard

As at 31 May 2023

A Portfolio overview of the priority areas within the Transport Chapter of the Emissions Reduction Plan (ERP).

OC230572 Document 3

Key Highlights from this Period

Key successes for May 2023 include:

- Feedback from bus operators suggest a positive impact of the wage increases on bus driver terms and conditions, with an increase in driver applications and reduced driver turnover.
- A summary of submissions and cover briefing for the EV Charging Infrastructure were provided to the Ministers of Transport and Energy and Resources on 31 May 2023.
- Waka Kotahi work on Clean Car Standard systems and processes undertaken in May resulted in the successful implementation of legislated functionality on 1 June.

Programme Level Updates

Budget 2023

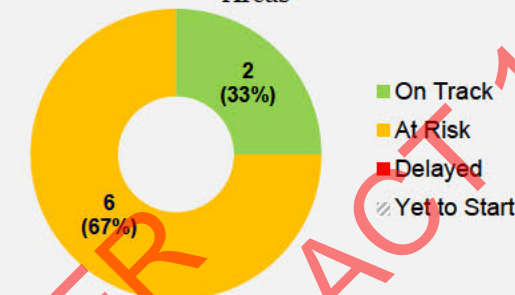
- Budget 2023 was delivered on 18 May 2023. The following approved Budget initiatives are relevant for the transport emissions programme:
 - Auckland Light Rail – Policy Work Programme
 - Clean Car Discount – Increased Crown Grant
 - Electric Vehicle Charging Infrastructure – Funding to Expand Immediate Investments, and Inform Future Investments
 - Community Connect – Free Fares for Children and Half-Price Fares for Under 25-Year-Olds and Total Mobility Passengers
 - Future of Rail – Rail Network Investment Programme
 - Supporting the Ministry of Transport to Deliver the Emissions Reduction Plan Transport Chapter
 - Crown Support for Public Transport Operating Shortfall
 - Public Transport Workforce Sustainability and Skill Improvements – Tranches 2 and 3

Updating emissions modelling to reflect the current status of the programme

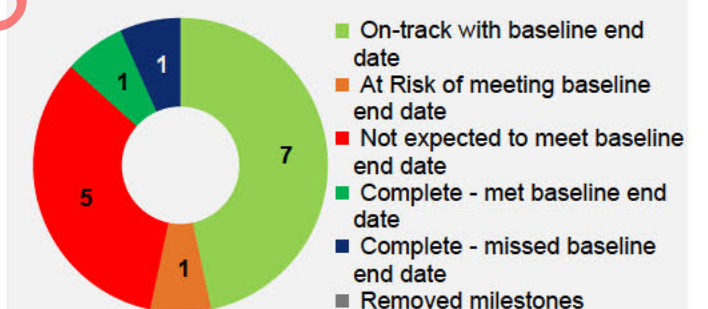
- On 31 May 2023, CRMG Ministers discussed updated emissions modelling that incorporated changes to baseline projections, as well as updates to reflect the best understanding we have currently of the impact of quantified policy initiatives. The updated projections indicate that transport is on track to achieve its sub-sector target for the first emissions period, however projections for the second and third budgets show that transport is not forecast to meet its targets. No additional interventions were identified for the current emissions period.

Priority Area and Milestones Overview

Overall Delivery Progress for the Priority Areas



Milestone status



Upcoming Cabinet/Ministerial Decisions (For Priority Areas)

Minister and Cabinet Decisions relating to priority ERP initiatives	Week Ending
Public Transport Improvement Initiatives	
• Decisions on any amendments to the Regulation of Public Transport Bill recommended in the Departmental Report.	June 2023
Public Transport Improvement Initiatives	
• Decisions on implementation options and funding arrangements for Community Connect extensions.	June 2023
VKT Reduction Plan and Programmes (including sub-national VKT targets)	
• Confirmation and publication of sub-national VKT reduction targets for Tier 1 urban areas.	30 June 2023
VKT Reduction Plan and Programmes (including sub-national VKT targets)	
• Endorsement from CRMG of publishing the national plan.	28 July 2023

CERF Financial Update

Overall Financial Status ●

Year-to-date spend as at 31 May 2023 is \$8.55m, making up 28% of the \$30.43m indicative spend for FY22/23 of appropriated CERF funding.

- N.B. Indicative FY22/23 spend is based on the most recent financial baseline submitted to Treasury, minus any in-principle funding transfers to the next financial year. For the first two initiatives this is a good representation of expected spend.** However the last two initiatives in the table are Multi-Year Appropriations that do not require funding transfers as funding is automatically rolled over to the following year. Although this follows correct appropriate treatments, the indicative FY spend figure is not a good representation of expected spend for MYAs. Therefore Waka Kotahi internal forecasts have also been noted in the table below.
- The figures below are sourced from the Ministry of Transport. Because of the CERF appropriation arrangements Waka Kotahi draw down funding ahead of actual expenditure. References to 'spend' in the table below represent Waka Kotahi draw-downs. Waka Kotahi accruals are based on estimates and any variances are adjusted the following month*.

Initiative title	Commentary	May-23 Spend (\$)	Total Actual YTD spend (\$)	Original CERF Approved Funding (\$)	Indicative FY 22/23 spend (\$)	Actual YTD spend / Indicative FY 22/23 spend (%)
Mode-Shift and Reducing Light Vehicle Kilometres Travelled	Waka Kotahi is forecasting spend of \$10.14 million on the VKT plan and programmes and Transport Choices. Spend was lower than expected this FY due to delays in finalising funding agreements and getting the programmes in place. Refer to Decarbonising the Public Transport Bus Fleet for funding agreement commentary.	\$0.09 million	\$6.61 million	\$110.30 million	\$11.54 million	57%
Community Connect – Public Transport Concessions for Community Services Cardholders	Waka Kotahi forecast of \$1.6 million reflects the Government decision to delay the introduction of the scheme by several months. The adjustment of \$52k in May is due to an over accrual from April.	-\$0.52 million	\$0.94 million	\$24.78 million	\$1.60 million	59%
Retaining and Recruiting Bus Drivers – Improving Terms and Conditions	Waka Kotahi forecast spend for FY is \$5.00 million. This is due to negotiations between PTAs, Bus Operators and Union taking longer than expected as some have complex terms and conditions that require a significant amount of consideration. Any amount unspent for the year will be automatically transferred to the next FY.	\$0.00 million	\$0.00 million	\$13.00 million	\$13.00 million	0%
Decarbonising the Public Transport Bus Fleet	Waka Kotahi forecast spend for FY is \$0.40 million. This is due to delays in finalising the Funding agreement, which in turn meant a delay to designing and launching the Bus Decarbonisation Contestable Fund. This was due to developing an agreed drawdown method between Waka Kotahi and Te Manatū Waka. To mitigate this risk, the Ministry's Finance team is working towards establishing a Capital Fund to support all CERF initiative. There was also a delay in progressing the RFP to select a supplier for a major supporting study (Electricity Grid Demand Study) due to potential suppliers being preoccupied with Cyclone Gabrielle. The RFP is now in the final stages. Any amount unspent for the year will be automatically transferred to the next FY.	\$0.00 million	\$1.00 million*	\$4.29 million	\$4.29 million	23%
Total		-\$0.42 million	\$8.55 million	\$152.37 million	\$30.43 million	28%

Delivery Progress as at 31 May 2023

Key

Overall delivery progress:

On-track

At Risk

Milestone status:

On-track with baseline end date

At Risk of meeting baseline end date

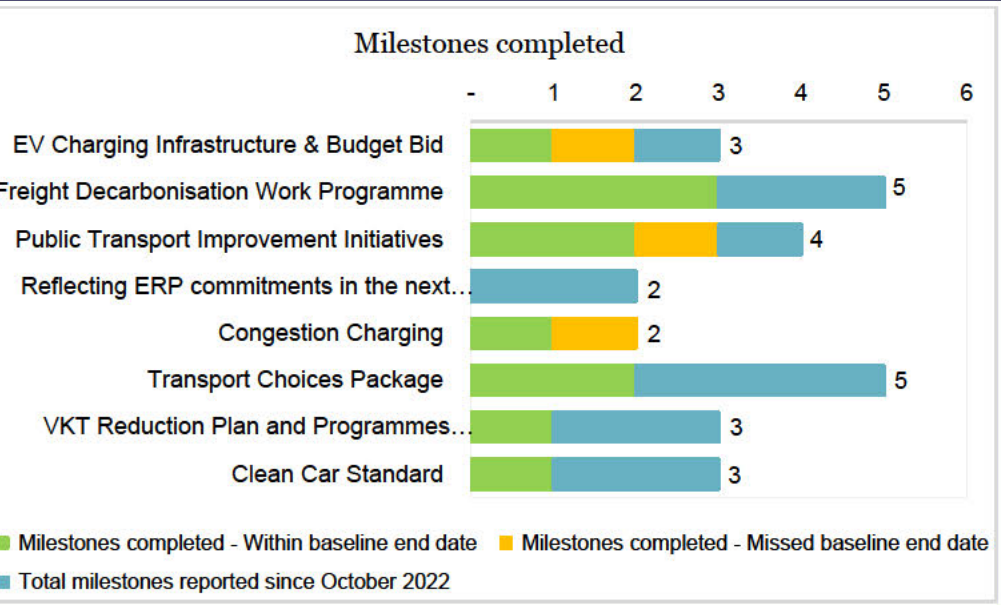
Complete – missed Baseline end date

Not expected to meet baseline end date

Complete – met Baseline end date

Baseline End Date: This is the scheduled end date when the milestone was established

Forecast End Date: This is the revised end date of the milestone, taking into account set backs/developments



EV Charging Infrastructure & Budget Bid

Public consultation on the draft Strategy closed on 11 May 2023. Te Manatū Waka received 140 submissions and held six well-attended online engagement sessions. A summary of submissions and cover briefing were provided to the Ministers of Transport and Energy and Resources on 31 May 2023. A briefing summarising recommended changes to the draft Strategy based on the feedback received will be provided to both Ministers on 21 June 2023, along with a draft Cabinet paper seeking Cabinet approval to publish the final Strategy and an associated work programme. The intention is for this paper to be considered by DEV on 13 July 2023.

A \$120 million EV charging package was announced in Budget 2023 and was well received.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Apr-23 Status	May-23 Status
1/05/2022	30/06/2023	31/08/2023	Final EV Charging Strategy approved by Cabinet	At Risk	At Risk

Freight Decarbonisation Work Programme

The immediate priorities for the Freight Decarbonisation work programme were agreed by the Minister of Transport through the Freight and Supply Chain Strategy process. This has meant that the Freight Decarbonisation Unit are now working on two additional actions:

- Begin work to review the regulatory system to better enable ZEHVs to operate on NZ roads.
- Partner with the Sustainable Business Council on a market led low carbon freight mechanism.

Additionally the Freight Decarbonisation Unit has been working with EECAM/MBIE on the development of the Clean Heavy Vehicle Grant scheme.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Apr-23 Status	May-23 Status
1/06/2023	1/08/2023	No change	NEW MILESTONE: Feasibility study delivered on low carbon freight mechanism, and next steps agreed	At Risk	On Track
16/06/2023	1/10/2023	No change	NEW MILESTONE: Reach agreement on scope, timeline and responsibilities on ZEHV regulatory review work with Waka Kotahi	At Risk	On Track

Public Transport Improvement Initiatives

Bus Driver Terms and Conditions: Feedback from bus operators suggests a positive impact of the wage increases, with an increase in driver applications and reduced driver turnover.

Bus Decarbonisation: The invitations for the first contestable funding round to support bus decarbonisation were released to PTAs on April 2023, accompanied by a media statement. Waka Kotahi subsequently met with 7 PTAs to discuss their intentions. The deadline for PTA applications to the first funding round is 23 June 2023 and Ministerial announcement of successful recipients is expected around 23 August 2023.

Community Connect Scheme: Budget 2023 has confirmed four concession initiatives commencing 1 July 2023, the details of which are currently being worked through between Waka Kotahi and Te Manatū Waka.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Apr-23 Status	May-23 Status
1/05/2022	31/03/2023	1/07/2023	Community Connect launched nationwide	At Risk	At Risk

Reflecting ERP commitments in the next GPS

A Cabinet paper seeking approval to release GPS 2024 consultation draft was completed and lodged on 29 May 2023. The paper was deferred from consideration and is now scheduled for DEV on 21 June 2023. The new timing presents a significant challenge for completing public consultation before the election which means the overall DTAP timeframes are at risk of being met. As a result the overall priority area is now rated as amber.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Apr-23 Status	May-23 Status
1/05/2022	31/03/2023	30/07/2023	Undertake public engagement on the draft GPS 2024	At Risk	At Risk
1/05/2022	30/09/2023	No change	Publish final GPS 2024	On Track	At Risk

Congestion Charging

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Apr-23 Status	May-23 Status
1/05/2022	31/03/2023	8/05/2023		At Risk	On Track

Transport Choices Package

Waka Kotahi continues to work with councils to ensure projects are set-up for successful delivery and are aligned to the Transport Choices outcomes.

Feedback from both Ministers of Transport and Finance has been received on the Apr-23 briefing outlining the revised Transport Choices delivery programme. Waka Kotahi continues to work with Councils to support their pre-implementation activities and assess the deliverability of the suite of 80+ projects and packages. A briefing will be provided to Ministers in December to confirm the final programme which can be delivered within the approved funding envelope.

While the milestones are all on track, there is ongoing risk to the delivery of the programme related to council resource and prioritisation which is reflected in the amber rating.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Apr-23 Status	May-23 Status
1/12/2022	30/09/2023	No change	Pre-implementation of all projects	On Track	On Track
1/12/2022	18/12/2023	No change	Briefing to the Minister on final investment programme	On Track	On Track
1/12/2022	30/06/2024	No change	Implementation of all projects completed	On Track	On Track

VKT Reduction Plan and Programmes (including sub-national VKT targets)

Officials have completed a targeted round of information sessions about the proposed VKT targets with affected councils and have provided a draft Cabinet Paper to the Minister's office seeking Cabinet's approval to confirm and publish the targets.

Pending Minister of Transport feedback on the latest draft of the National VKT Reduction Plan, Waka Kotahi is on track to seek approval of the National Plan from the Waka Kotahi Board on 6 July 2023 and for the plan to be shared with Climate Response Ministers in late July.

Expressions of interest for funding to support planning of the urban programmes were submitted by Tier 1 councils at the end of March 2023. Waka Kotahi is considering options in response to the request from many Councils for more information and guidance to support these EOIs and will brief the Minister of Transport on these issues in June 2023.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Apr-23 Status	May-23 Status
1/05/2022	30/06/2023	No change	Sub-national VKT targets finalised	On Track	At Risk
1/05/2022	30/06/2023	31/08/2023	National plan published	At Risk	At Risk

Clean Car Standard

Waka Kotahi work undertaken in May 2023 resulted in the successful implementation of legislated functionality on 1 June. There is approximately four months of further technology development, operating model design and implementation, and change management to complete the design and build of CCS. The Land Transport (Clean Vehicle Standard) Amendment Regulations 2023 and accompanying Land Transport (Clean Vehicle Discount Scheme Charges) Amendment Regulations 2023 both made by Order in Council on 22 May 2023 and will be in force on 1 July 2023.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Apr-23 Status	May-23 Status
1/05/2022	30/06/2023	1/06/2023	Implementation of the legislated targets	On Track	On Track
11/04/2023	1/07/2023	No change	Amendment to the Land Transport (Clean Vehicle Discount Scheme Charges) Regulations 2022 to classify Disability Vehicles as "Type B vehicles"	On Track	On Track
01/05/2022	30/09/2023	No change	NEW MILESTONE: Technology solution and operating model implemented	On Track	On Track

Transport Chapter ERP Dashboard

As at 30 June 2023

A Portfolio overview of the priority areas within the Transport Chapter of the Emissions Reduction Plan (ERP).

Key Messages from this Period

Key successes for June 2023 include:

- Bus Decarbonisation Contestable Fund round one closed with seven bids received.
- Transport choices monitoring and assurance activities commenced to ensure councils are aligned with expected delivery timeframes.
- The Community Connect Crown Funding Agreement for 2023/24 between Waka Kotahi and the Ministry of Transport was signed.

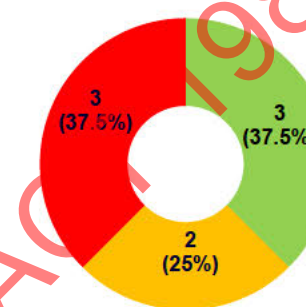
Emerging risks:

- In June, three priority areas shifted to red (off-track/significant risk) for the first time. This change reflects initial feedback on the draft GPS 2024 which removes significant components of the ERP 'high threshold test', delays to publishing the National EV Charging Strategy and delays to the sub-national VKT reduction targets for Tier 1 urban areas as well as increasing risk of delay to the National VKT Plan and consequentially the development of the VKT Programmes. Combined these programmes represent a significant proportion of the Government commitments under Focus Area 1 which are intended to support the achievement of transport target 1 'reduce total kilometres travelled by the light fleet by 20 per cent by 2035', the EV uptake target (less directly) and the overall 41% reduction target for transport.
The highlighted number below was an error, it should be 30%
- Officials are awaiting direction on whether the draft National EV Charging Strategy (Charging our Future) and a proposed associated government work programme, can proceed to Ministerial consultation and Cabinet Approval before the General Election. While EV uptake has been higher than modelled at the time of ERP1's publication, it will need to accelerate considerably further if we are to meet the ERP target of 305 of the light fleet by 2035. ^{5.9(2)(g)} (i)

Priority Area and Milestones Overview

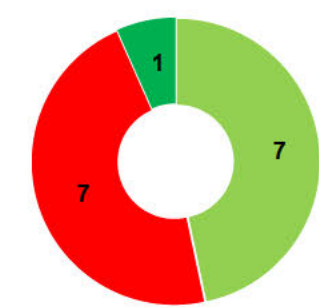
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Overall Delivery Progress for the Priority Areas



■ On Track
■ At Risk
■ Off-track/Significant Risk
■ Yet to Start

Milestone status



■ On-track with baseline end date
■ At Risk of meeting baseline end date
■ Not expected to meet baseline end date
■ Complete - met baseline end date
■ Complete - missed baseline end date
■ Removed milestones

Programme Level Updates

Six-monthly report on the ERP

- Officials are preparing a six-monthly report on progress against the ERP1 (across all sectors) covering the period January to June 2023. You will receive a copy of this report for an upcoming Climate Response Minister Group meeting, and transport officials will provide you with a more detailed briefing on the transport chapter content.

Transitioning and maintaining momentum between ERP1 and ERP2

- As we progress through the first emissions budget period, the actions in the ERP1 will start to be completed and in some cases may be superseded by other work or decisions. This is becoming increasingly visible through the monthly and quarterly reporting. At the same time focus is increasingly shifting towards the development of the ERP2.
- It is important that we maintain momentum towards our objectives during this transition by carefully balancing delivery of the ERP1 actions with flexibility to focus on emerging opportunities.
- We are discussing appropriate change management practices with the Climate Change Chief Executives Board Unit that can be built into the management of the programme to support delivery of the most impactful components of ERP1 as well as foundation-setting work for ERP2.

Upcoming Cabinet/Ministerial Decisions (For Priority Areas)

Minister and Cabinet Decisions relating to priority ERP initiatives	Week Ending
VKT Reduction Plan and Programmes (including sub-national VKT targets)	28 July 2023
• Endorsement for publishing the National VKT Reduction Plan.	
Public Transport Improvement Initiatives	July 2023
• Commentary and report back to the House of Representatives on the Regulation of Public Transport Bill	
Public Transport Improvement Initiatives	July 2023
• Decisions on implementation options and funding arrangements for Community Connect extensions.	

CERF Financial Update

Overall Financial Status ●

Total spend for year ending 30 June 2023 is **\$25.01m**, making up 27% of the \$92.19m final budget for FY22/23 of appropriated CERF funding.

The increased initiative spend for the month reflects the programmes shifting into the delivery phase. This spend is made up of council claims for Transport Choices projects, Community Connect, Bus Driver Terms and Conditions and Urban VKT Reduction Programmes establishment activities from Tier 1 councils.

Potential overspend from the submitted IPET will be identified once the total FY22/23 spend has been finalised and audited. The variance will be set against the IPET which will be loaded at the October Baseline Update (October 2023). The table shows an indicative overspend for Community Connect – Public Transport Concessions for Community Services Cardholders (\$5.27m total spend vs \$4.27m indicative budget balance after IPETs).

N.B. Total FY22/23 spend represent unaudited figures and are subject to change.

Initiative name	Jun-23 Spend (\$)	Total FY22/23 Spend (\$)	Original CERF Approved Budget (\$)	Final budget 2022/23	Actual YTD Spend / Final Budget 2022/23 (%)	IPETs to be confirmed in OBU	Final Budget after IPETs indicative
Mode-Shift and Reducing Light Vehicle Kilometres Travelled	\$9.67 million	\$16.27 million	\$111.53 million	\$67.97 million	24%	\$51.58 million	\$16.39 million
Community Connect – Public Transport Concessions for Community Services Cardholders	\$5.05 million	\$5.27 million	\$24.78 million	\$7.46 million	71%	\$3.19 million	\$4.27 million
Retaining and Recruiting Bus Drivers – Improving Terms and Conditions	\$2.93 million	\$2.93 million	\$13.00 million	\$13.00 million	23%	\$10.07 million	\$2.93 million
Decarbonising the Public Transport Bus Fleet	-\$0.47 million	\$0.53 million	\$4.29 million	\$3.76 million	14%	\$0.00 million	\$3.76 million
Total	\$17.18 million	\$25.01 million	\$153.60 million	\$92.19 million	27%	\$64.84 million	\$27.36 million

Delivery Progress as at 30 June 2023

Key

Overall delivery progress:

On-track

At Risk

Off-track/Significant Risk

Milestone status:

On-track with baseline end date

At Risk of meeting baseline end date

Complete – missed Baseline end date

Not expected to meet baseline end date

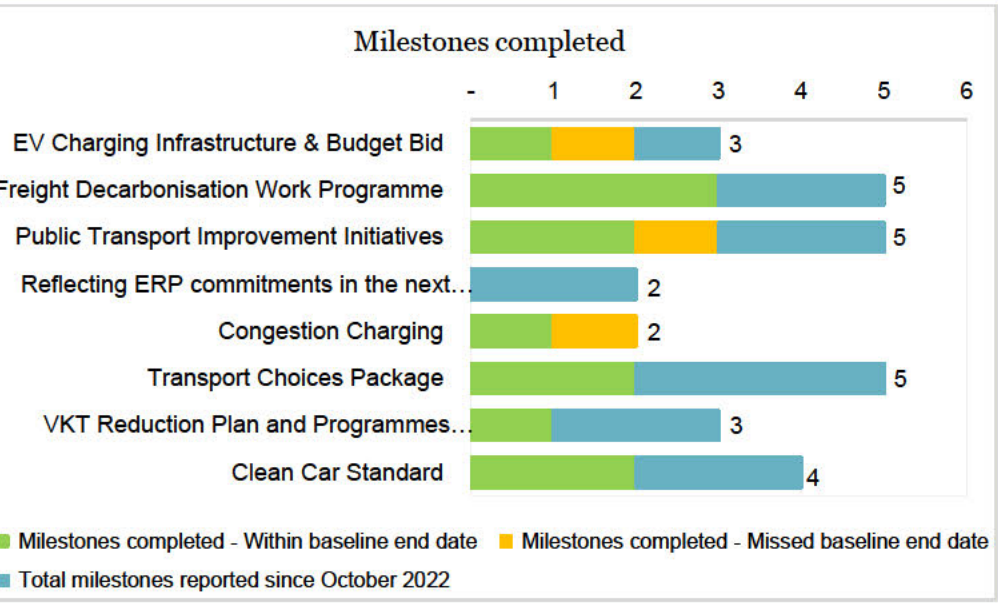
Complete – met Baseline end date

Baseline End Date:

This is the scheduled end date when the milestone was established

Forecast End Date:

This is the revised end date of the milestone, taking into account set backs/developments



EV Charging Infrastructure & Budget Bid

Consultation on the draft Strategy closed in mid-May 2023. Officials and consultants worked at speed to analyse and summarise the submissions, then develop an updated Strategy and an associated government work programme with the agreement of all affected agencies. These were provided to the Ministers of Transport and Energy and Resources on 22 June 2023 along with a draft Cabinet Paper. The Ministry of Transport await direction on whether these can proceed to Ministerial consultation and Cabinet. This will determine the new milestones to be added for monitoring and reporting in the Dashboard.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	May-23 Status	Jun-23 Status
1/05/2022	30/06/2023	31/08/2023	Final EV Charging Strategy approved by Cabinet		

Freight Decarbonisation Work Programme

The Ministry of Transport agreed to partner with the Sustainable Business Council and directly procure and pay for a feasibility study into a low carbon freight mechanism. The Ministry was part of a technical working group on the study.

The Freight Decarbonisation Unit continues to support EECA and MBIE on the development of the Clean Heavy Vehicle Grant scheme.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	May-23 Status	Jun-23 Status
1/06/2023	30/09/2023*	No change	Feasibility study delivered on low carbon freight mechanism, and next steps agreed		
16/06/2023	1/10/2023	No change	Reach agreement on scope, timeline and responsibilities on ZEHV regulatory review work with Waka Kotahi		

*Correction to baseline end date from 1 August to 30 September has been made to take into account timely progress within the milestone.

Public Transport Improvement Initiatives

Bus Driver Terms and Conditions: s 9(2)(i)

Bus Decarbonisation: Contestable fund closed with 7 submissions received from 5 Councils. The preferred supplier has been identified and contract negotiations commenced for the Electricity Grid Demand Study RFP.

PTOM review: The Departmental Report on the Regulation of Public Transport Bill was provided to the Transport and Infrastructure Committee on 6 June 2023. The Committee agreed to the Ministry's recommended changes to the Bill and PCO and the Ministry subsequently presented the revised tracked version of the Bill to the Committee.

Community Connect Scheme: Public Transport Authorities were engaged on implementation options for Community Connect. The Minister of Transport was provided advice outlining implementation approaches across regions and funding decisions were made on interim options.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	May-23 Status	Jun-23 Status
1/05/2022	31/03/2023	1/07/2023	Community Connect launched nationwide		
1/07/2023	31/10/2023	No change	NEW MILESTONE: Quarterly update on Community Connect patronage		

Reflecting ERP commitments in the next GPS

New draft of the GPS 2024 was provided to the Minister of Transport to reflect requested revisions. Changes include revision to the strategic priorities and the activity class funding ranges which are not aligned with ERP objectives. Timeframe for publication of final GPS 2024 is not expected to meet baseline end date and will depend on revised consultation timeframes.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	May-23 Status	Jun-23 Status
1/05/2022	31/03/2023	30/07/2023	Undertake public engagement on the draft GPS 2024		
1/05/2022	30/09/2023	TBC	Publish final GPS 2024		

Congestion Charging

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	May-23 Status	Jun-23 Status
1/05/2022	31/03/2023	8/05/2023	NEW MILESTONE PENDING		

Transport Choices Package

Waka Kotahi is continuing to proactively work with councils to refine and update their project information in order to present a full picture to Ministers in December 2023. An updated timeline of reporting and completion dates was shared with Councils on 6 June 2023. Each project's risk rating will be determined by their ability to meet these dates. For the end of the financial year, \$10.6m was claimed by councils.

Council project delivery, status and timeframes are critical to the success of the Transport Choices package. Failing to monitor these will limit the ability to forecast and prioritise adequately, leading to outcomes not being met. To mitigate this risk, Waka Kotahi is continuing to monitor progress and has set up a council monthly report survey that will go live on 3 July 2023. Support from the Waka Kotahi CERF programme team to update the timeframes will be provided.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	May-23 Status	Jun-23 Status
1/12/2022	30/09/2023	No change	Pre-implementation of all projects		
1/12/2022	18/12/2023	No change	Briefing to the Minister on final investment programme		
1/12/2022	30/06/2024	No change	Implementation of all projects completed		

VKT Reduction Plan and Programmes (including sub-national VKT targets)

The sub-national targets did not proceed to Ministerial consultation in June. The Ministry of Transport is awaiting direction as to whether these will be considered before the election. The 30 June 2023 deadline was not met and it is unlikely we will meet the more flexible "mid-year" timeframe.

A draft of the VKT reduction plan was provided to the Minister of Transport, with a briefing seeking feedback and confirmation whether the plan would be taken to the Climate Response Ministerial Group for endorsement. The Ministry and Waka Kotahi have worked together to confirm new content for the plan relating to wider shifts that will make the greatest contribution to reducing light VKT. The Waka Kotahi Board has postponed the decision to approve the plan pending Ministerial feedback.

Work has commenced on scoping and developing the first tranche of supplementary guidance for councils developing their VKT Reduction Programme. Delays to the approval of the National VKT Reduction Plan create a consequential risk for the development of the Urban VKT Reduction Programmes as the National Plan provides direction and guidance to inform their development.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	May-23 Status	Jun-23 Status
1/05/2022	30/06/2023	TBC	Sub-national VKT targets finalised		
1/05/2022	30/06/2023	31/08/2023	National plan published		

Clean Car Standard

Work undertaken in May 2023 resulted in the successful implementation of legislated functionality on 1 June 2023. There has been progress in technology development, operating model design, implementation, and change management to complete the design and build. The 1 June release was successful with the majority of outstanding balances now settled and the payment system now operating in a BAU state. Waka Kotahi Anti-Money Laundering (AML) compliance is in place with 310 of the requested 456 verifications of importers now complete. The remaining 146 verifications are pending importers providing the requested documentation. A further release went live on 27 June, which focused on a number of internal and reporting functions and was delivered successfully. The timeframe for the technology solution has been revised, however this will not impact scheme operation significantly.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	May-23 Status	Jun-23 Status
1/05/2022	30/06/2023	1/06/2023	Implementation of the legislated targets		
01/05/2022	30/09/2023	31/10/2023	Technology solution and operating model implemented		
1/01/2024	31/03/2024	No change	NEW MILESTONE: Complete internal assessment of Clean Car Standard targets		

Transport Chapter ERP Dashboard

As at 31 July 2023

A Portfolio overview of the priority areas within the Transport Chapter of the Emissions Reduction Plan (ERP).

Key Messages from this Period

Key successes for July 2023 include:

- Public Transport Authorities launched Community Connect on 1 July at the end of universal half price fares. Most PTAs have managed to impressively, deliver community connect for Community Service Card (CSC) holders and the suite of extensions.
- The various developments in the **Public Transport Improvement Initiatives**, and the most recent successful launch of the Community Connect scheme has resulted with an improved risk rating from At Risk (June-23) to On-track.
- The Council monthly reporting survey for Transport choices went live on 3 July.

Key risks:

- The **VKT Reduction Plans and Programmes, Reflecting ERP commitments in GPS, and EV Charging Infrastructure** priority areas continue to be rated as off-track / significant risk in July 2023.

Programme update

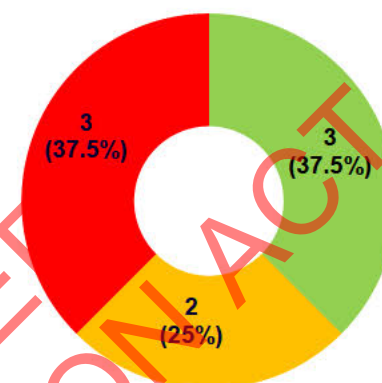
Although outside of the reporting period, some successes and risks have emerged that we would like to bring to your attention.

- The EV Charging Strategy has since been approved by Cabinet. However, we understand the Budget 2023 funding has been reduced \$15 million and we are working to understand the implications of this.
- Delays and/or key changes in direction across the priority action areas in the months of July and August have increased the risk of the Transport sector not meeting its target to 'reduce total kilometres travelled by the light fleet by 20 per cent by 2035'. More detail has been provided in the transport quarterly report (OC230669 refers).

Priority Area and Milestones Overview

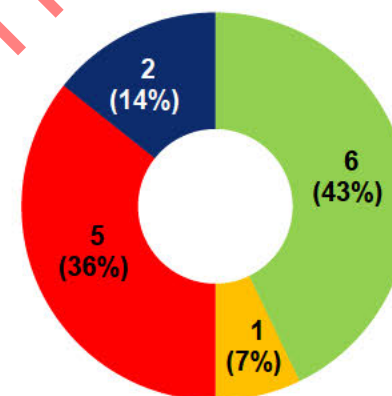
OC230777 - Document 6

Overall Delivery Progress for the Priority Areas



- On Track
- At Risk
- Off-track/Significant Risk
- Yet to Start

Milestone status



- On-track with baseline end date
- At Risk of meeting baseline end date
- Not expected to meet baseline end date
- Complete - met baseline end date
- Complete - missed baseline end date
- Removed milestones

Upcoming Cabinet/Ministerial Decisions (For Priority Areas)

Minister and Cabinet Decisions relating to priority ERP initiatives

EV Charging Infrastructure & Budget Bid

- Cabinet agreement to release final Strategy

August 2023

Freight Decarbonisation Work Programme

- s 9(2)(f)(iv)

21 August 2023

Public Transport Improvement Initiatives

- Decision on the priority of the Regulation of Public Transport Bill for House time

August 2023

CERF Financial Update

Overall Financial Status ●

This section will resume to normal reporting in the August 2023 Dashboard.
The Ministry of Transport's Finance team is currently in the process of completing 2022/23 Annual report and audit.

Delivery Progress as at 31 July 2023

Key

Overall delivery progress:

On-track

At Risk

Off-track/Significant Risk

Milestone status:

On-track with baseline end date

At Risk of meeting baseline end date

Complete – missed Baseline end date

Not expected to meet baseline end date

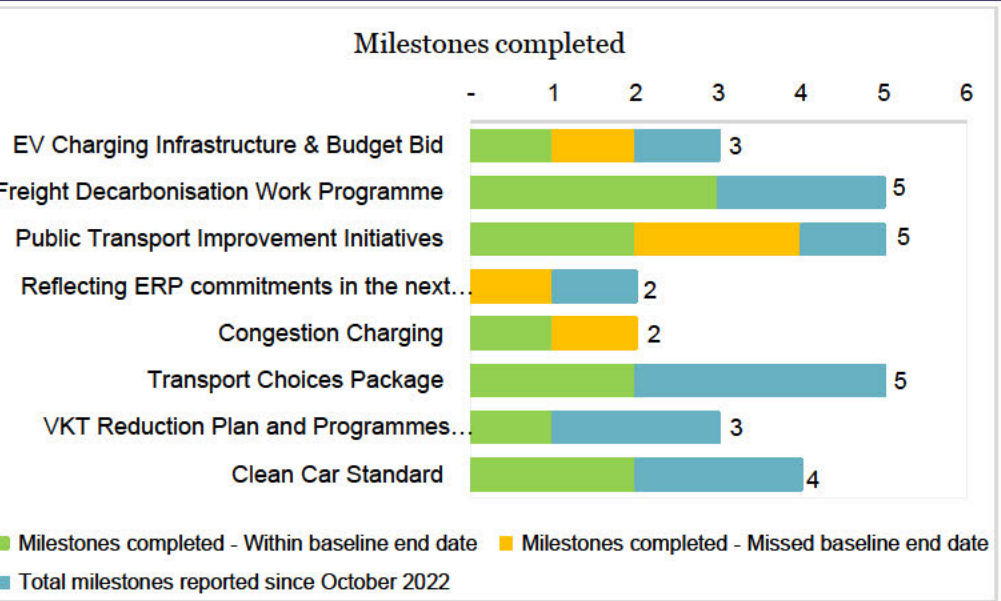
Complete – met Baseline end date

Baseline End Date:

This is the scheduled end date when the milestone was established

Forecast End Date:

This is the revised end date of the milestone, taking into account set backs/developments



EV Charging Infrastructure & Budget Bid At Risk

There has been no substantive change since the June 2023 update. We continue to await Ministerial direction.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Jun-23 Status	Jul-23 Status
1/05/2022	30/06/2023	31/08/2023	Final EV Charging Strategy approved by Cabinet	At Risk	At Risk

Freight Decarbonisation Work Programme On-track

The Ministry received the final feasibility study into a low carbon freight mechanism and met with the Deta Consulting (consultants who completed the study) and Sustainable Business Council (SBC) to discuss the findings. SBC expect to launch the feasibility before the end of the July 2023, noting that this is an action in the Freight and Supply Chain Strategy which the Minister of Transport will launch on 18 August 2023. The action will be made public at this time. One milestone rating changed from "On-track" to "At risk". Further conversations are underway between the Ministry and Waka Kotahi to progress this milestone.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Jun-23 Status	Jul-23 Status
1/06/2023	30/09/2023	No change	Feasibility study delivered on low carbon freight mechanism, and next steps agreed	On-track	On-track
16/06/2023	1/10/2023	1/11/2023	Reach agreement on scope, timeline and responsibilities on ZEHV regulatory review work with Waka Kotahi	On-track	At Risk

Congestion Charging At Risk

s 9(2)(f)(iv)

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Jun-23 Status	Jul-23 Status
TBC	31/03/2023	8/05/2023	NEW MILESTONE PENDING	At Risk	At Risk

Transport Choices Package At Risk

Waka Kotahi received a claim of \$1m from councils during the month of July, bringing the total to \$12m. The first council survey was completed in July 2023. The results have provided insights, but have also highlighted the need to improve the data being supplied from councils. Waka Kotahi Regional Advisors are working with councils to improve the quality of project data provided. The majority of council communication and engagement plans have been received, and monitoring and evaluation plans are on-track. The support package continues to track under forecast due to lower uptake in some areas, such as monitoring and reporting support.

The total programme is currently oversubscribed (sitting at \$358m). Waka Kotahi is working with councils to refine the final delivery programme which will need to fit within a reduced funding envelope following the decision by Cabinet in July to reduce the appropriation covering Transport Choices (and VKT Reduction Planning) by \$50m. Ministers will be briefed on the final delivery programme in December 2023.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Jun-23 Status	Jul-23 Status
1/12/2022	30/09/2023	No change	Pre-implementation of all projects	On-track	On-track
1/12/2022	18/12/2023	No change	Briefing to the Minister on final investment programme	On-track	On-track
1/12/2022	30/06/2024	No change	Implementation of all projects completed	On-track	On-track

Public Transport Improvement Initiatives On-track

Bus Decarbonisation: The Ministry provided a revised draft Government Policy Statement on land transport (GPS 2024) for consideration by the Minister of Transport. The draft GPS 2024 includes reference to the target of decarbonising the public transport bus fleet by 2035.

PTOM review: The Transport and Infrastructure Committee reported back the Regulation of Public Transport Bill on 28 July 2023. The Committee recommended by majority that the Bill be passed and recommended some amendments, including modifying the exempt status of inter-regional public transport services. Under the proposed changes, subsidised inter-regional services would come within the Sustainable Public Transport Framework - including reforms to better enable decarbonisation.

Community Connect Scheme: PTAs launched Community Connect on 1 July at the end of universal half price fares. Most PTAs have delivered community connect for Community Service Card (CSC) holders and the suite of extensions announced in May 2023 despite challenging circumstances. Greater Wellington Regional Council and Environment Canterbury are offering CSC discounts but have limitations in their ticketing systems so they were unable implement all age-based concessions. Full implementation is expected by both councils by 1 September, with interim transitional funding arrangements in place. A number of PTAs have now signed Memorandum of Agreements with Waka Kotahi to formalise Community Connect funding arrangements. The Ministry will start receiving formal reporting of patronage data from October 2023. Crown Funding Agreement between Waka Kotahi and the Ministry has been signed for 2023/24.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Jun-23 Status	Jul-23 Status
1/05/2022	31/03/2023	1/07/2023	Community Connect launched nationwide	At Risk	On-track
1/07/2023	31/10/2023	No change	Quarterly update on Community Connect patronage	On-track	On-track

VKT Reduction Plan and Programmes (including sub-national VKT targets) At Risk

The National VKT Reduction Plan was presented to the Waka Kotahi Board for approval in early July. The Board agreed to postpone approval pending feedback from the Minister.

In the meantime, work continues with the Tier 1 Urban Areas on the Urban VKT Reduction Programmes. Auckland Council is progressing with the development of their programmes. The remaining Tier 1 councils are due to have delivery plans and funding agreements in place for approval by the end of August 2023. A suite of guidance material is being developed to support Tier 1 programme development. This includes reframing of the National Plan content as guidance, as well as developing a more detailed guidance note on what the programmes must contain.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Jun-23 Status	Jul-23 Status
1/05/2022	30/06/2023	TBC	Sub-national VKT targets finalised	At Risk	At Risk
1/05/2022	30/06/2023	TBC	National plan published	At Risk	At Risk

Clean Car Standard On-track

A technology release was delivered on 28 July without issues. This focused on outstanding balances debt management, NZBN verification, refunds, internal reporting and permissions security. The outstanding balances debt management saw a total of \$12.12m recovered. This made up 92.5% of the \$13.1m outstanding balances from 1 June. This priority area remains on-track. While the technology implementation is forecasted to be later than the baseline end date, technology release every month has been progressing consistently well.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Jun-23 Status	Jul-23 Status
01/05/2022	30/09/2023	31/10/2023	Technology solution and operating model implemented	At Risk	At Risk
1/01/2024	31/03/2024	No change	Complete internal assessment of Clean Car Standard targets	On-track	On-track

Reflecting ERP commitments in the next GPS At Risk

In July 2023, the Ministry provided advice on an updated version of the Draft GPS 2024. Changes made to the document removed the components of the ERP 'high threshold' and includes some investments that may not be consistent with the transport targets in the ERP. As a result, delivery progress has shifted to off-track/significant risk.

Actual Start Date	Baseline End Date	Forecast End Date	Milestone	Jun-23 Status	Jul-23 Status
1/05/2022	31/03/2023	30/07/2023	Undertake public engagement on the draft GPS 2024	At Risk	On-track
1/05/2022	30/09/2023	TBC	Publish final GPS 2024	At Risk	At Risk