

OC250067

26 February 2025

Tēnā koe

I refer to your email dated 30 January 2025, requesting the following under the Official Information Act 1982 (the Act):

*“copies of any briefings or materials prepared for:*

- 1. The Minister of Transport for transport annual review hearings at select committee in December 2024.*
- 2. Any Ministry representatives appearing before select committee for transport annual review hearings in December 2024.”*

In relation to the first part of your request, the New Zealand Transport Agency (NZTA) collated support material for the Minister of Transport’s select committee hearing in December 2024. This covered material from both the Ministry and NZTA. We have been advised that NZTA has received a similar request from you. NZTA will be responding in due course and will provide material prepared by the Ministry of Transport.

One document, a draft speech for the Minister, was provided outside of this package by the Ministry directly. This has been included in our response.

In relation to the second part of your request, the Ministry’s Annual Review hearing was postponed from 12 December 2024 to 13 February 2025. We are providing the material prepared for Ministry representatives for the February hearing.

Five documents fall within the scope of your request, of which, three are released with some information withheld and two are released in full. The document schedule at Annex 1 details how the briefings have been treated. The following sections of the Act have been used:

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|---------|--|
| 9(2)(a) | to protect the privacy of natural persons  |
| 9(2)(h) | to maintain legal professional privilege   |
| 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) |

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](http://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's website. Before publishing we will remove any personal or identifiable information.

Nāku noa, nā



Hilary Penman  
**Manager, Ministerial and Executive Services**

## Annex 1: Documents for Release

Doc #	Date	Title of Document	Decision on request
1	20 November 2024	Simeon Brown Annual Review Speech DRAFT	Released in Full.
2	10 February 2025	Email: from: Hugh Mazey to Brent Johnston Subject: RE: Annual Review reversals info Attachment: State highways affected by speed reversals in the 2024 Speed Rule	Released with some information withheld under section 9(2)(a).
3	12 February 2025	Annual Review Hearing 2023/24 Chief Executive Support Material Pack	Released with some information withheld under sections 9(2)(j) and 9(2)(h).
4	13 February 2025	GPS PT Points	Released in Full.
5	13 February 2025	Email: from: James Turner to David Wood Subject: Annual Review - Value for Money Questions	Released with some information withheld under section 9(2)(a).

## **Simeon Brown Annual Review speech DRAFT**

### **Introduction**

- Mr Chair and Members of the Committee
- It's great to be here today.
- Allow me first to introduce the officials here with me:
  - Audrey Sonerson, Chief Executive and Secretary for Transport, Ministry of Transport
  - Nicole Rosie, Chief Executive Officer, New Zealand Transport Agency, Waka Kotahi
- I will make some brief opening remarks and then I look forward to taking questions from the Committee.
- The Government is focused on building a stronger, more productive economy that lifts incomes and increases opportunities for New Zealanders.
- As Minister of Transport, I'm committed to delivering a transport system that boosts productivity and economic growth, while allowing New Zealanders to where they want to go, quickly and safely.

### **2024-27 National Land Transport Programme**

- In September, I announced the Government's record \$32.9 billion investment in New Zealand's transport network through the 2024-27 National Land Transport Programme – or NLTP.
- The NLTP gives effect to the Government's transport priorities as outlined in the Government Policy Statement (GPS) on land transport, which I released earlier this year.
- Those priorities are economic growth and productivity, increased maintenance and resilience, safety and value for money.
- This Government has a plan to get transport back on track and ensure that we're delivering the infrastructure that New Zealand needs. The 2024-27 NLTP gives effect to this plan.

### **Roads of National Significance**

- We're reprioritising the Roads of National Significance programme – or RoNs - to ensure that Kiwis get where they want to go, quickly and safely.
- We have inherited an infrastructure deficit that has grown over time but with the addition of 17 RoNS we're creating a pipeline of roading infrastructure.

- To complement this, we have also introduced a new Roads of Regional Significance programme. By expanding RoNS to include roads that are regionally significant, we're providing connections for new housing areas and key links to export markets.
- And we're a Government that's focused on delivery.
- In October, we broke ground on the Hawke's Bay Expressway – a four-lane expressway in a critical corridor that carries 29,000 vehicles a day and links freight to one of New Zealand's largest ports.
- Takitimu Northern Link Stage 2, between Te Puna and Omokoroa, is already underway and Ōtaki to North of Levin will begin construction next year.
- NZTA is now adding seven further projects to begin procurement, enabling works and construction in the next three years.

### **Maintenance and pothole prevention**

- But it's not only new infrastructure we're delivering. We're also going to look after and repair the network that already exists.
- In 2023, over 62,000 potholes needed repair on State Highways around New Zealand, the highest number in ten years.
- We campaigned on fixing potholes and we've delivered on this commitment.
- The new Pothole Prevention Fund will ensure that maintenance funding is ringfenced to resealing, rehabilitation, and drainage maintenance works.
- We've confirmed a record \$5.5 billion investment to prevent potholes and we've also introduced targets to ensure more of these potholes on our state highways are identified and fixed within 24 hours.

### **Public transport**

- Public transport is also improving under this Government.
- We're investing a record \$6.4 billion in public transport services and infrastructure to increase travel choices and deliver more reliable services in our main cities.
- The City Rail Link, started under the previous National Government, will double Auckland's rail capacity and reduce congestion when it opens in 2026.
- We're also delivering major public transport projects to increase travel choices in our main cities, including boosting funding for metro rail in Wellington and Auckland. This will mean that Aucklanders will realise the substantial benefits of CRL the day it opens.

## **Safety**

- Road safety is a strategic priority for this Government.
- The GPS directs investment toward road policing and enforcement, new and safe roading infrastructure, and targeting the highest contributors to fatal crashes.
- In September, the Government signed a new Speed Rule to reverse the previous government's speed limit reductions and enable people to get to where they want to go quickly and safely.
- The Road Safety Objectives document that I released earlier this year outlines clear and targeted actions across four objectives over the next three years. As well as resetting speed, they include safer roads, safer drivers and safer vehicles.
- In 2023 alone, alcohol and drugs were contributors to 155 fatalities on our roads. One in three fatal crashes involved a drugged driver.
- This is why we're focused on increasing the visibility of police on our roads, increasing the number of breath tests the police do, and putting in place tools for police to test drivers for drugs.
- A Bill was introduced earlier this year to enable roadside drug testing by changing how the roadside tests will be used.
- Roadside oral fluid drug screening is expected to be rolled out within 12 months of legislation being passed.
- Roadside oral fluid screening will allow the NZ Police to better detect and deter drug driving, making our roads much safer from drug-drivers. The Government has set a target for the Police to perform 50,000 roadside oral fluid screening tests per year once the regime is in place.

## **Driver licensing**

- Getting a driver licence is a critical step in supporting safety on our roads.
- As a Government, we've taken several actions to tackle the unacceptable wait times that people faced when trying to sit their driver licences.
- The previous government removed fees for re-sits of theory and practical tests which meant people applying to sit their licence tests were left waiting for more than 60 days. A backlog of over 70,000 waiting to sit a practical licence test soon developed.
- The Government has taken several actions to reduce wait times, and the wait times have eased to an average of 35 days for a full driver licence, and to 46 days for a restricted driver licence test.
- However, there is still more work to do as this is above the target of 90 per cent of practical tests being taken within 30 days of booking.

### Closing remarks

- New Zealanders expect and deserve delivery from their government, and that is what we are doing.
- Our ambitious agenda, which includes investing in public transport, roads of national significance and rail, will help unlock economic growth and productivity, while helping New Zealanders get to where they need to go quickly and safely.
- I will now take any questions.

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OFFICIAL INFORMATION ACT 1982

## Marcelo Prates

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**From:** Hugh Mazey  
**Sent:** Monday, 10 February 2025 4:11 pm  
**To:** Brent Johnston; Chris Nees  
**Cc:** Joanna Heard  
**Subject:** RE: Annual Review reversals info  
**Attachments:** State-highways-affected-by-speed-reversals-in-the-2024-Speed-Rule.pdf

Kia ora kōrua,

NZTA's website is back up and running so I have updated the email 😊

As requested following the Annual Review prep meeting this morning below is some information on the consultations NZTA has underway.

I have attached the full list of stretches of state highway being consulted on and being reversed.

The NZTA website is currently being updated though, so the list may shift a little.

Consultation closes on 13 March 2025.

Below is a list of opposition MPs and sections of state highway that are being consulted on or reversing near their electorates.

- Hon Julie Anne Genter - Rongotai
  - No consultations on roads in Rongotai, but will be a reversals on:
    - SH1 Evans Bay Parade to Broadway 2.2km
    - SH1 Taurima Street to Wellington Road 650m
- Mariameno Kapa-Kingi Te Tai Tokerau
  - Minister Bishop has received correspondence outlining concerns about automatic reversals up North and he mentioned it in the media over the weekend alongside the stretches of SH6 and Rakaia
  - Four stretches of SH in Te Tai Tokerau are being consulted on:
    - SH1 Hukerenui - 950m,
    - SH1 Moerewa to Kawakawa - 2.68km
    - SH10 Kaingaroa (north side) - 2.43km
    - SH10 Kaingaroa (south side) - 2.78km
  - There are six reversals that are not being consulted on as the stretches of road are classified as urban connectors
- Tangi Utikere Palmerston North
  - Five stretches of SH are being consulted on near Palmerston North
    - SH3 Palmerston North East to Whakarongo 3.4km
    - SH3 Ashhurst 0.92km
    - SH57 SH1 to Heatherlea East Road 8.85km
    - SH1 Ohau to Manakau 5.2km
    - SH1 Manakau to Pukehou overbridge 1.7km
  - There is one reversal that is not being consulted on as the stretch of road is classified as an urban connector
- Arena Williams Manurewa
  - Two stretches of SH are being consulted on in the Auckland area
    - SH1 South of Dome Valley 1.68km
    - SH1 Warkworth north 0.84km
  - There is one reversal that is not being consulted on as the stretch of road is classified as an urban connector



- Other sections of highway that received a high degree of media attention
  - SH6 Blenheim-Nelson road, various speed limits between 60-90 are being consulted on reversing back to 100
  - SH5 Napier-Taupō, consultation being undertaken on sections around a café near a popular rest stop, a section with a narrow bridge and where a number of properties and local roads intersect the highway and a section with residential properties positioned close to the road.
  - SH2 Masterton West, Masterton to Carterton, Carterton to Greytown, Greytown to Featherston, Featherston South.

Decisions to consult or not consult on specified roads are up to the NZTA on interregional connectors or rural connectors that are state highways, specific questions about individual roads are best directed to the NZTA.

The policy direction was to reverse speed limits on certain types of roads, with exceptions.

Happy to discuss 😊

Nāku noa, nā

Hugh

**Hugh Mazey** (he / him / Mr)

Kaitohutohu Matua | Senior Adviser

Safety

**Te Manatū Waka Ministry of Transport**

s 9(2)(a) | E: [h.mazey@transport.govt.nz](mailto:h.mazey@transport.govt.nz) | [transport.govt.nz](https://transport.govt.nz)



**TE MANATŪ WAKA**  
MINISTRY OF TRANSPORT

Hāpaitia ana ngā tāngata o Aotearoa kia eke  
Enabling New Zealanders to flourish

## State highways affected by speed reversals in the 2024 Speed Rule

Dated 05/02/25.

This list may be subject to change as we work through the speed reversals process.

Region	Locality	Approx. length (km)	Current speed limit (km/h)	Previous speed limit (km/h) Set to reverse by 1 July	Section of state highway	State highway classification	Outcome
Northland	SH1 Kamo Bypass	0.97	60	80	From 300m north of Puna Rere Drive to 40m north of Kamo Road	Urban connector	Reversal to previous speed limit by 1 July
Northland	SH1 Kaitaia north	1	60	100/70	From 60m north of Wireless Road to 220m north of North Park Drive	Urban connector	Reversal to previous speed limit by 1 July
Northland	SH1 Kaitaia 50	0.29	50	70	From 220m north of North Park Drive to 65m south of North Park Drive	Urban connector	Reversal to previous speed limit by 1 July
Northland	SH1 Whangārei	0.75	60	70	Western Hills Drive – from 185m south of Manse Street to 180m north of Selwyn Avenue	Urban connector	Reversal to previous speed limit by 1 July
Northland	SH11 Te Haumi	1.06	50	80	From 130m north of Smith Camp Road to 90m south of Tohitapu Road	Urban connector	Reversal to previous speed limit by 1 July

Region	Locality	Approx. length (km)	Current speed limit (km/h)	Previous speed limit (km/h) Set to reverse by 1 July	Section of state highway	State highway classification	Outcome
Northland	SH1 Moerewa	1.00	50	70	From 60m east of Lealty Street to 330m east of Sir William Hale Crescent east	Urban connector	Reversal to previous speed limit by 1 July
Northland	SH1 Hukerenui*	0.95	80	100	From northwest of Crows Nest Road to east of Kopeti Road	Interregional connector	Consultation to retain or reverse speed limit
Northland	SH1 Moerewa – Kawakawa*	2.65	80	100	From east of Taumatamakuku Settlement Road to north of Rayner Street	Rural connector	Consultation to retain or reverse speed limit
Northland	SH10 (north of Kaingaroa)*	2.34	80	100	From southwest of Pukewhai Road to northeast of Duncan Road	Rural connector	Consultation to retain or reverse speed limit
Northland	SH10 (south of Kaingaroa)*	2.78	80	100	From southwest of Duncan Road to southwest of Pairatahi Road	Rural connector	Consultation to retain or reverse speed limit
Auckland	SH16 Waimauku	1.43	60	70	From 140m east of Wintour Road to 95m east of Mabbett Lane	Urban connector	Reversal to previous speed limit by 1 July
Auckland	SH22 Paerata	2.78	60	70	From 430m north of Crown Road to 10m north of Lough Bourne Drive	Urban connector	Reversal to previous speed limit by 1 July

Region	Locality	Approx. length (km)	Current speed limit (km/h)	Previous speed limit (km/h) Set to reverse by 1 July	Section of state highway	State highway classification	Outcome
Auckland	SH1 south of Dome Valley*	1.62	80	100	From south of L Phillips Road (by Sheepworld) to north of Goatley Road / Kaipara Flats Road	Interregional connector	Consultation to retain or reverse speed limit
Auckland	SH1 Warkworth north*	0.78	60	100	From north of Goatley Road / Kaipara Flats Road to east of Pukerito roundabout (at end of Ara Tūhono-Pūhoi to Warkworth motorway)	Interregional connector	Consultation to retain or reverse speed limit
Waikato	SH1C Hamilton	1.37	50	60	From approximately east of Alison Street to approximately northeast of Lorne Street	Urban connector	Reversal to previous speed limit by 1 July
Waikato	SH3 Hamilton	0.65	50	60	From Lorne Street (SH1) intersection to Ohaupo Road/Normandy Road roundabout	Urban connector	Reversal to previous speed limit by 1 July
Waikato	SH3 Hamilton	2.2	50	60	From the Kahikatea Drive (SH1) intersection to south-east of Resthill Crescent	Urban connector	Reversal to previous speed limit by 1 July
Waikato	SH1C Hamilton	2.8	60	80	From northeast of Lorne Street to approximately west of Howell Avenue	Transit corridor	Reversal to previous speed limit by 1 July

Region	Locality	Approx. length (km)	Current speed limit (km/h)	Previous speed limit (km/h) Set to reverse by 1 July	Section of state highway	State highway classification	Outcome
Waikato	SH1C Hamilton	1.62	50	60	From west of Howell Avenue to south of Riverlea Road	Urban connector	Reversal to previous speed limit by 1 July
Waikato	SH1C Hamilton	0.93	60	80	From 160m south of Killarney Road to 80m north of Kahikatea Drive	Transit corridor	Reversal to previous speed limit by 1 July
Waikato	SH1C Hamilton	1.9	60	80	From 180m north west of the centre of the Crawford Street / Avalon Drive / SH1 Roundabout to 250m north of Rifle Range Road roundabout	Transit corridor	Reversal to previous speed limit by 1 July
Waikato	SH26 Hamilton (Morrinsville Rd)	0.62	50	60	From SH1 intersection to northeast of Berkley Avenue	Urban connector	Reversal to previous speed limit by 1 July
Waikato	SH3 Rukuhia	3.6	80	100	From south of the new SH3 Ōhaupō Road / Southern Links Roundabout to south of Rukuhia Road.	Interregional connector	Consultation to retain or reverse speed limit
Waikato	SH1 Hatepe (Taupō)	3.4	80	100	From north of Rereahu Avenue, Hatepe to south of Rereahu Avenue.	Interregional connector	Consultation to retain or reverse speed limit

Region	Locality	Approx. length (km)	Current speed limit (km/h)	Previous speed limit (km/h) Set to reverse by 1 July	Section of state highway	State highway classification	Outcome
Waikato	SH1 Hallets Bay to Motutere/Bulli Point*	4.3	60	100	From south of Rereahu Avenue to south of Waitapu Road, Motutere	Interregional connector	Consultation to retain or reverse speed limit
Waikato	SH1 Motutere – Waitetoko*	3.6	80	100	From south of Waitapu Road Motutere to north of Rawhira Road, Waitetoko	Interregional connector	Consultation to retain or reverse speed limit
Waikato	SH1 Motuoapa – Tūrangi*	6.86	80	100	From south of Parekarangaranga Street, Motuoapa to south of Waiotaka Road, Tūrangi	Interregional connector	Consultation to retain or reverse speed limit
Bay of Plenty	SH5 South Rotorua 50	2.9	50	50, 80	From northwest of Malfroy Road to south of the SH5/SH30 Old Taupō Road/Hemo Road roundabout	Urban connector/interregional connector	Reversal to previous speed limit by 1 July
Bay of Plenty	SH30 Whakarewarewa to Tihiotonga	3.83	50	50, 60, 70, 80	From centre of SH5/SH30 Old Taupō Road/Hemo Road roundabout to northeast of Tarawera Road	Urban connector	Reversal to previous speed limit by 1 July
Bay of Plenty	SH30A	1.15	50	70	From west SH30/SH30A intersection to SH30A eastern termination point	Urban connector	Reversal to previous speed limit by 1 July
Bay of Plenty	SH5 Waiotapu*	0.98	80	100	From north-east of Waikite Valley Road to southwest of Waiotapu Loop Road	Interregional connector	Consultation to retain or reverse speed limit

Region	Locality	Approx. length (km)	Current speed limit (km/h)	Previous speed limit (km/h) Set to reverse by 1 July	Section of state highway	State highway classification	Outcome
Bay of Plenty	SH2 Katikati to Te Puna*	24.25	80	100	From south of Marshall Road to east of Loop Road	Interregional connector	Consultation to retain or reverse speed limit
Bay of Plenty	SH5 South Rotorua 80**	1.33	80	100	From south of Old Taupo Road/Hemo Road roundabout to south of Waipa State Mill Road	Interregional connector	Consultation to retain or reverse speed limit
Bay of Plenty	SH30 Waipā State Mill Road**	0.2	80	100	From south-west of SH5/SH30 intersection to the SH5/SH30 intersection	Rural connector **A requirement of the Rule means any change to the SH5 section above must be mirrored in this adjoining section of SH30	Consultation to retain or reverse speed limit
Bay of Plenty	SH30 Te Ngae Junction to Rotokawa Road*	3.51	80	100	From north of Rotokawa Road to east of SH30/SH33 intersection.	Interregional connector	Consultation to retain or reverse speed limit
Bay of Plenty	SH33 Okawa Bay to Te Ngae Junction*	2.89	80	100	From SH30/SH33 intersection to south of Okawa Bay Road.	Interregional connector	Consultation to retain or reverse speed limit
Bay of Plenty	SH33 Ōkere Falls south to Waipuna Bay*	0.85	80	100	From north of Hamurana Road to south of Trout Pool Road	Interregional connector	Consultation to retain or reverse speed limit

Region	Locality	Approx. length (km)	Current speed limit (km/h)	Previous speed limit (km/h) Set to reverse by 1 July	Section of state highway	State highway classification	Outcome
Bay of Plenty	SH30 Te Ngae Junction to Lake Rotoiti	4.66	80	100	From Lake Rotokawau Road to Hauparu	Rural connector	Consultation to retain or reverse speed limit
Bay of Plenty	SH30 between Lake Rotoehu and Lake Rotomā*	4.51	80	100	From west of Morehu Road West to west of Oxford Road	Rural connector	Consultation to retain or reverse speed limit
Bay of Plenty	SH30 Lake Rotomā to Te Teko	16.1	80	100	From west of SH30/SH34 Kawerau Junction West to west of Huia Crescent	Rural connector	Consultation to retain or reverse speed limit
Bay of Plenty	SH30 Te Teko to Awakeri	8.62	80	100	From north-east of Galatea Road to south-west of SH2/SH30 Awakeri Junction West	Rural connector	Consultation to retain or reverse speed limit
Bay of Plenty	SH30 Awakeri to Whakatāne	8.25	80	100	From north-east of the SH2/30 Awakeri Junction East to west of Shaw Road	Rural connector	Consultation to retain or reverse speed limit
Bay of Plenty	Coastlands Urban	0.943	60	80	From 310m west of the centre of the SH30/Gateway Drive/Phoenix Drive roundabout to 100m north of the northern abutment of the Whakatāne Bridge	Urban connector	Reversal to previous speed limit by 1 July



Region	Locality	Approx. length (km)	Current speed limit (km/h)	Previous speed limit (km/h) Set to reverse by 1 July	Section of state highway	State highway classification	Outcome
Gisborne	SH35 Gisborne	1.8	60	80, 70	From approximately 60m east of Wheatstone Road to approximately 20m north-west of Coldstream Road.	Urban connector	Reversal to previous speed limit by 1 July
Gisborne	SH35 Okitu	2.59	60	70	South-west of Wairere Road to north of Sirrah Street	Urban connector	Reversal to previous speed limit by 1 July
Gisborne	SH35 Makorori to Pouawa	10.5	80	100	Approximately 390m north of Sirrah Street to 400m south of Pouawa Bridge.	Rural connector	Consultation to retain or reverse speed limit
Hawke's Bay	SH5 Rangitaiki – Eskdale	72.09	80	100	South-east of Matea Road to west of Waipunga Road  (excluding interregional connectors for consultation on 3 x SH5 sections listed below)	Interregional connector	Reversal to previous speed limit by 1 July
Hawke's Bay	SH5 Tarawera*	0.96	80	100	North of Tarawera Café to south of Tarawera Café.	Interregional connector	Consultation to retain or reverse speed limit
Hawke's Bay	SH5 Turangakumu – Te Hāroto*	1.86	80	100	North of Turangakumu Road to south of Te Hāroto Marae	Interregional connector	Consultation to retain or reverse speed limit

Region	Locality	Approx. length (km)	Current speed limit (km/h)	Previous speed limit (km/h) Set to reverse by 1 July	Section of state highway	State highway classification	Outcome
Hawke's Bay	SH5 Te Pōhue*	0.8	80	100	North of Te Pohue Loop Road to south of Te Pohue Loop Road	Interregional connector	Consultation to retain or reverse speed limit
Hawke's Bay	SH51 Napier to Clive	7.55	80	100	South of SH51/Marine Parade (south of the intersection) to north of Farndon Road.	Rural connector	Reversal to previous speed limit by 1 July
Taranaki	SH3 Bell Block East*	4.3	80	100	East of Mahoetahi Rd to 400m west of Princess St.	Interregional connector	Consultation to retain or reverse speed limit
Taranaki	SH3 Waitara*	0.9	80	100	430m east of Princess St to 300m east of Bayly St	Interregional connector	Consultation to retain or reverse speed limit
Manawatū-Whanganui	SH3 Whanganui	0.77	50	70	From approximately 200m north of Tirimoana Place to south of Turere Place	Urban connector	Reversal to previous speed limit by 1 July
Manawatū-Whanganui	SH57 Shannon south	0.57	60	70	360m south of Graham Street outside Shannon to Shannon Town, 20m south of Vance Street	Urban connector	Reversal to previous speed limit by 1 July

Region	Locality	Approx. length (km)	Current speed limit (km/h)	Previous speed limit (km/h) Set to reverse by 1 July	Section of state highway	State highway classification	Outcome
Manawatū-Whanganui	SH3 Whanganui*	1.86	80	100	North of Blue Skin Road to north of Tirimoana Place	Interregional connector	Consultation to retain or reverse speed limit
Manawatū-Whanganui	SH3 Palmerston North east to Whakarongo*	3.4	80	100	East of Macpherson Grove to east of Stoney Creek Road	Interregional connector	Consultation to retain or reverse speed limit
Manawatū-Whanganui	SH3 Ashhurst 80*	.92	80	100	South of Cambridge Avenue to northwest of SH57	Interregional connector	Consultation to retain or reverse speed limit
Manawatū-Whanganui	SH57 SH1 to Heatherlea East Road*	8.85	80	100	East of SH1 intersection on Kimberley Road to north of Heatherlea East Road	Interregional connector	Consultation to retain or reverse speed limit
Manawatū-Whanganui	SH1 Ohau to Manakau*	5.2	80	100	South of Muhunoa East Road to north of Waikawa Beach Road	Interregional connector	Consultation to retain or reverse speed limit
Manawatū-Whanganui	SH1 Manakau to Pukehou Overbridge*	1.7	80	100	South of railway underpass to Honi Taipua Street to west of Pukehou Rail Overbridge	Interregional connector	Consultation to retain or reverse speed limit
Greater Wellington	SH1 Taurima Street to Wellington Road	0.65	50	70	Taurima Street to Wellington Road	Urban connector	Reversal to previous speed limit by 1 July

Region	Locality	Approx. length (km)	Current speed limit (km/h)	Previous speed limit (km/h) Set to reverse by 1 July	Section of state highway	State highway classification	Outcome
Greater Wellington	SH1 Evans Bay Parade to Broadway	2.2	60	70	Evans Bay Parade to Broadway	Urban connector	Reversal to previous speed limit by 1 July
Greater Wellington	SH2 Masterton west	0.92	50	70	260m east of William Donald Drive to 64m northeast of the existing 100/70 change point on the Waingawa River Bridge	Urban connector	Reversal to previous speed limit by 1 July
Greater Wellington	SH2 Masterton to Carterton	9.12	80	100	64m northeast of the existing 100/70 change point on the Waingawa River Bridge to 260m south of Somerset Road (existing speed change location)	Interregional connector	Reversal to previous speed limit by 1 July
Greater Wellington	SH2 Carterton to Greytown	4.1	80	100	50m southwest of Portland Road to 550m north-east of Hupenui Road.	Interregional connector	Reversal to previous speed limit by 1 July
Greater Wellington	SH2 Greytown to Featherston	9.94	80	100	85m southwest of Bidwills Cutting Road to 35m east of Boundary Road.	Interregional connector	Reversal to previous speed limit by 1 July
Greater Wellington	SH2 Featherston south	0.45	50	70, 50	30m west of the SH2 / Wakefield Street / Bethune Street intersection to 120m west of Renall Street	Interregional connector	Reversal to previous speed limit by 1 July

Region	Locality	Approx. length (km)	Current speed limit (km/h)	Previous speed limit (km/h) Set to reverse by 1 July	Section of state highway	State highway classification	Outcome
Top of the South	SH6 Marybank	1.79	60	100, 80	From approximately 440m northeast of Allisdair Street to approximately 100m southwest of Atawhai Crescent north.	Urban connector	Reversal to previous speed limit by 1 July
Top of the South	SH6 Wakefield north	0.88	60	70	From approximately 440m north-east of Bird Lane to approximately 310m north-east of Franklyn Close	Urban connector	Reversal to previous speed limit by 1 July
Top of the South	SH6 Woodbourne*	4.07	80	100	From approximately 400m west of Rose Street, Blenheim to approximately 130m east of SH6/SH63 intersection, Renwick	Interregional connector	Consultation to retain or reverse speed limit
Top of the South	SH6 Renwick – Havelock*	26.8	90	100	From approximately 250m north of Gee Street, Renwick to approximately 440m south of Mahakipawa Road, Havelock.	Interregional connector	Consultation to retain or reverse speed limit
Top of the South	SH6 Havelock - Pelorus Bridge*	8.51	90	100	From approximately 300m north-west of Clive Street, Havelock to approximately 900m south of the southern abutment of Pelorus Bridge	Interregional connector	Consultation to retain or reverse speed limit
Top of the South	SH6 Pelorus Bridge - Rai Valley*	6.8	90	100	From approximately 320m north east of the northern abutment of Pelorus Bridge to approximately 340m north of Hills Road, Rai Valley.	Interregional connector	Consultation to retain or reverse speed limit

Region	Locality	Approx. length (km)	Current speed limit (km/h)	Previous speed limit (km/h) Set to reverse by 1 July	Section of state highway	State highway classification	Outcome
Top of the South	SH6 Rai Valley - Whangamoa Saddle*	20	80	100	From approximately 180m north of Bryants Road to approximately 770m north of Whangamoa Saddle Summit.	Interregional connector	Consultation to retain or reverse speed limit
Top of the South	SH6 Whangamoa Saddle – Hira*	9.2	60	100	From approximately 770m north east of Whangamoa Saddle Summit to approximately 280m north of Teal Valley Road, Hira	Interregional connector	Consultation to retain or reverse speed limit
Top of the South	SH6 Hira – Atawhai*	7.78	80	100	From approximately 280m north of Teal Valley Road, Hira to approximately 440m north east of Allisdair Street, Atawhai	Interregional connector	Consultation to retain or reverse speed limit
Canterbury	SH1 South of Woodend*	3.17	80	100	South of Rangiora Woodend Road to south of the Cam River Bridge	Interregional connector	Consultation to retain or reverse speed limit
Canterbury	SH1 South of Templeton*	1.93	80	100	South-west of Trents Road, Templeton to the motorway on and off ramps	Interregional connector	Consultation to retain or reverse speed limit
Canterbury	SH73/75 Curletts Road	2.5	60	70,100 (change point southeast of Lunns Road)	South of Blenheim Road to northwest of Halswell Road	Transit corridor	Reversal to previous speed limits by 1 July
Canterbury	SH75 Halswell to Tai Tapu	7.35	80	100	South of Candys Road to northeast of Lincoln Tai Tapu Road	Rural connector	Reversal to previous speed limit by 1 July

Region	Locality	Approx. length (km)	Current speed limit (km/h)	Previous speed limit (km/h) Set to reverse by 1 July	Section of state highway	State highway classification	Outcome
Canterbury	SH75 Tai Tapu to Little River	39.68	80	100	South of Michaels Road to southwest of Morrisons Road	Rural Connector	Reversal to previous speed limit by 1 July
Canterbury	SH1 North of Rakaia*	3.2	80	100	North of Weavers Road to Rakaia township	Interregional connector	Consultation to retain or reverse speed limit
Canterbury	SH1 Rakaia township	1.1	50	70	Rakaia township urban area	Urban connector	Reversal to previous speed limit by 1 July
Canterbury	SH1 South of Glenavy*	2.8	80	100	South of McLean Street to south of Jackson Road	Interregional connector	Consultation to retain or reverse speed limit
Southland	SH94 Homer Tunnel to Milford Sound*	13.62	80	100	West of the Homer Tunnel West Portal to east of the Deep Water Basin access	Interregional connector	Consultation to retain or reverse speed limit

*\*Some speed limits are planned to reverse back to their previous higher speed limit by July 2025 unless consultation (to be held 30 Jan – 13 March) shows there is enough public support to keep them at the current lower speed limit.*



**MINISTRY OF TRANSPORT**  
TE MANATŪ WAKA

# Annual Review Hearing 2023/24

Chief Executive Support Material Pack

13 February 2025

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982



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# Opening remarks to Annual Review hearing 2024/25

## Introduction

Kia ora koutou Mr Chair and Members of the Committee.

Thank you for the opportunity to be here today.

I'd like to introduce the team I have with me in the room.

- David Wood, Deputy Chief Executive, Investment and Monitoring Group
- Ruth Fairhall, Deputy Chief Executive, Policy Group
- Paul O'Connell, Deputy Chief Executive, Sector Strategy Group
- Brent Johnston, Chief of Staff, Office of the Chief Executive
- Carmen Mak, Deputy Chief Executive, Corporate Services.

I will start with some comments on what has been a busy year for the Ministry of Transport and I am then happy to take your questions.

As the Government's lead transport policy advisor, our role is integral in ensuring the transport system supports economic growth and productivity.

Transport is the lifeblood of the economy. It provides people with social and economic opportunities – access to jobs, business opportunities and education.

Transport also brings together friends and families, cities, regions and nations. It's this concept of connection that is at the heart of our purpose at the Ministry of Transport - enabling a transport system that connects New Zealand.

## The year in review

Looking back at the 2023/2024 year, it was a year marked by two distinct periods.

It began with us delivering the priorities of the previous Government. Among many pieces of policy and advice this included, the New Zealand Freight and Supply Chain Strategy and the draft Government Policy Statement on land transport 2024 – or - GPS 2024.

Then the October 2023 election brought about a change in approach, with a new set of priorities and targets identified by the Coalition Government.

Since the formation of this Government, we have worked at pace to support the Minister of Transport to deliver the Government's transport agenda designed to support economic growth and productivity.

This included the successful implementation of the transport components in the Government's 100-day Plan, and the Government's Action Plan 1 April – June 30.

Key initiatives out of this included cancelling the Clean Car Discount, Auckland Regional Fuel Tax and Auckland Light Rail.

We also delivered a significantly revised GPS 2024, reflecting the reintroduction of the Roads of National Significance programme and other critical initiatives aimed at enhancing transport efficiency and connectivity.

Recognising the need for sustainable transport financing, we initiated reforms in the land transport revenue system. These include exploring additional funding and financing tools, legislation for time-of-use charging on congested roads, and the integration of electric vehicles into the Road User Charges (RUC) framework.

We advanced the new speed limit settings rule, launched new safety objectives and continued vital reforms in aviation regulations, ensuring they meet the demands of the twenty first century.

### **Changing economic landscape**

As well aligning our activities with the Government's transport priorities, the Ministry has adapted our operations to a changing economic landscape.

The fiscal environment we're operating in meant we had to reassess our operations and focus on delivering greater value for money.

In November 2023, we implemented an organisational refresh, including reducing positions and reallocating resources to priority areas. This was a proactive decision we made to change how we operate with less funding, while still best meeting the Government's priorities.

These changes meant we were in a better position to respond quickly to the Government's call for cost savings, while remaining flexible to meeting its transport needs with some new roles in high priority areas.

### **Focusing on the future**

Looking ahead, there is much still to be done. The Government has signalled a clear focus on achieving results and ensuring that public investments deliver measurable value.

To this end we will continue to be adaptable and nimble in managing our resources to ensure effort is directed where it is needed. We are developing a strategic workforce plan to ensure we are building and retaining the critical skills we will require in the medium term within our baseline position.

We have recently published our refreshed Strategic Intentions document for the 2024-2028 period. This sets out three priority areas, which are:

- Supporting economic growth and productivity
- Improving road safety
- Strengthening our monitoring and assurance function.

Key to this function is our work to improve the overall long-term planning and performance of the transport system.

This includes a focus on getting value for money from the Government's significant investment in transport and improving the performance of the Crown's transport entities.

### **Closing remarks**

I am proud of the work programme we've delivered over the past year and I want to thank the dedicated staff we have at the Ministry.

Their expertise and commitment are the backbone of our continued success.

There is much more to do, I am confident we will continue to deliver high quality advice to the Government to ensure we have a productive, efficient, safe and resilient transport system for future generations.

And with that, I am happy to take your questions.

## Members of the Transport & Infrastructure Committee



**Andy Foster,  
Chairperson  
NZ First, List**



**Grant McCallum,  
Deputy Chairperson  
National Party, Northland**



**Julie Anne Genter,  
Member  
Green Party, Rongotai**



**Mariameno Kapa-Kingi,  
Member  
Te Pāti Māori, Te Tai Tokerau**



**Cameron Luxton,  
Member  
ACT Party, List**



**Tom Rutherford,  
Member National Party,  
Bay of Plenty**



**Tangi Utikere,  
Member  
Labour Party, Palmerston  
North**



**Arena Williams,  
Member  
Labour Party, Manurewa**

## Auckland governance reform

<b>Key messages</b>	<ul style="list-style-type: none"><li>• In December the Minister of Transport announced reforms to transport governance and planning in Auckland.</li><li>• The reforms aim to increase democratic accountability for transport decision-making and enable long-term planning between Government and Auckland Council.</li><li>• The key changes include the establishment of a joint ministerial and Auckland Council committee; a shift of policy and planning as well as other transport functions from Auckland Transport to Auckland Council; and reform of Auckland Transport to have a narrower focus on delivery.</li><li>• Legislation will be introduced this year.</li></ul>
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## Aviation security

<b>Key messages</b>	<ul style="list-style-type: none"><li>• In late 2024, the Ministry of Transport consulted on alternative delivery arrangements for aviation security services.</li><li>• We provided a range of alternate delivery models to the Minister and we were asked to hone the options to those allowed for under the Civil Aviation Act, which is the outsourcing of this function to airlines and airports. Post consultation advice presented a broad range of views from submitters and proposed four options for change based on feedback. This advice is now being considered.</li><li>• Any change will need to be carefully considered and will take time to implement.</li></ul>
<b>Data/evidence</b>	<ul style="list-style-type: none"><li>• There are other countries, such as Australia where screening of passengers and baggage is the responsibility of individual airports, airlines and their contractors.</li></ul>

## Crown entity performance

<b>Key messages</b>	<ul style="list-style-type: none"><li>• The Ministry of Transport has an important role in monitoring the performance of the transport crown entities.</li><li>• We are enhancing our tools and frameworks to ensure the system is delivering value for money for the investment in transport.</li></ul>
<b>Data/evidence</b>	<ul style="list-style-type: none"><li>• In 2024/25, around 99 percent of Vote Transport funding is non - departmental, with the majority being received by crown entities and companies within the wider transport sector.</li></ul>



## Chatham Islands vessel

<b>Key messages</b>	<ul style="list-style-type: none"> <li>The Ministry of Transport is working with the Chatham Islands community to find an alternative shipping solution that is sustainable and reliable.</li> <li>Last September, we went to potential shipping suppliers asking how they might provide a reliable service and to obtain cost estimates.</li> <li>Ministers were updated in December 2024 and have approved moving to a Request for Proposal Process. The goal is to have the service in place no later than March 2026.</li> </ul>
<b>Data/evidence</b>	<ul style="list-style-type: none"> <li>The Ministry of Transport received 11 responses to its RFI. Two responses were from overseas companies and nine responses were from NZ companies.</li> </ul>

## Clean vehicle standard

<b>Key messages</b>	<ul style="list-style-type: none"> <li>A review of the Clean Vehicle Standard targets for 2025-2027 found the targets were too stringent and increasingly difficult for importers to meet. In response the Government eased the annual targets by aligning them with Australia's and set targets out to 2029.</li> <li>The new targets ensure that the Standard will be effective in reducing CO2 emissions, while maintaining vehicle availability, affordability and choice for consumers.</li> </ul> <p><i>Consultation process (if raised by committee)</i></p> <ul style="list-style-type: none"> <li>The Ministry of Transport consulted on the review directly with industry stakeholders. Targeted consultation was used due to the technical nature of the proposals and because vehicle importers are most affected by any policy changes.</li> </ul> <p><i>Figures used in advice (if raised by committee)</i></p> <ul style="list-style-type: none"> <li>The Ministry advised that under current targets set by the former Government, charges were forecast to total approximately \$800 million of cost to consumers purchasing a new car in 2027, which is around \$5,500 per vehicle. This was an estimate from the Motor Industry Association.</li> <li>It is common practice to use estimates and projections from the private sector where sensitive information is needed to get credible results.</li> <li>We would not have been able to accurately estimate the likely increase in vehicle prices from the old targets because we are not privy to the supply agreements vehicle distributors have with their overseas suppliers.</li> </ul>
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<b>Data/evidence</b>	<ul style="list-style-type: none"> <li>• The review concluded that except for the light passenger target for 2025, all the other previous targets for 2025–2027 were too stringent and unlikely to be achieved.</li> <li>• The 2026 and 2027 targets for light commercial vehicles were the strictest globally and the 2027 target for light passenger vehicles was the second strictest globally.</li> <li>• Since inception (1 January 2023 to 31 December 2024) around 481,000 vehicles have been imported under the Clean Vehicle Standard, of which around 243,000 attracted a charge for CO2 emissions over their relevant targets, and 235,000 a credit for emissions below their relevant targets.</li> <li>• In 2024, the average CO2 emissions of all light passenger and commercial vehicles imports was 156 grams per kilometre. This is more than the combined CO2 targets average of 151 grams. This means that vehicles imported in 2024 on average attracted charges for being 5 grams over the targets.</li> <li>• Nevertheless, the scheme remains in a net credit position due to the amount of CO2 credits accumulated over 2023.</li> </ul>
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## Cook Strait ferries

<b>Key messages</b>	<ul style="list-style-type: none"> <li>• The Ministry of Transport provided advice on the range of interventions for the Crown to secure its objective of a resilient Cook Strait connection.</li> <li>• On 11 December 2024, the Government announced its intention to establish a new company to lead the procurement of two new ferries to ensure a safe, reliable and commercially viable Cook Strait ferry service.</li> <li>• The Minister for Rail is now leading a process to invite the private sector to put forward alternative proposals, which will be assessed in March, before final decisions on next steps will be taken.</li> </ul>
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## COVID-19 Royal Commission of Inquiry

<b>Key messages</b>	<ul style="list-style-type: none"> <li>The Ministry notes recommendations 27 and 28 of the Phase One report specifically list the Ministry of Transport as a responsible agency.</li> <li>These recommendations relate to the ongoing operation of supply chains and mitigating the risks of transport shortages or bottlenecks.</li> <li>The Ministry may pick up elements of the report on phase 1 in our work programme where it makes sense to do so ahead of the final report, however we have not yet identified any such work.</li> </ul>
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## Emergency ocean response capability business case

<b>Key messages</b>	<ul style="list-style-type: none"> <li>The Government has commissioned a business case to consider options to improve New Zealand's maritime emergency ocean response capabilities, with a focus on the Cook Strait.</li> <li>Maritime New Zealand is currently completing the business case, which is due to go to Cabinet during the first quarter of 2025.</li> </ul> <p>s 9(2)(j)</p>
<b>Data/evidence</b>	<ul style="list-style-type: none"> <li>The Interislander makes around 3,500 trips and carries 825,000 passengers between the North and South Islands per year. We do not have figures for how many trips the Bluebridge ferries make each year.</li> </ul>

## Environmental expenditure

<b>Key messages</b>	<ul style="list-style-type: none"> <li>The Ministry has reported its expected environmental expenditure for the 24/25 financial year to the Parliamentary Commissioner for the Environment.</li> <li>The Ministry reported estimated expenditure of \$2.1million on policy advice on climate change, and reducing pollution and waste</li> </ul> <p><i>Comparison FY23/24 (if raised by Committee)</i></p> <ul style="list-style-type: none"> <li>The Ministry's estimate environment expenditure for the 24/25 financial year, is lower than the estimate is provided to the Parliamentary Commissioner for the Environment for the 23/24 financial year.</li> </ul>
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	<ul style="list-style-type: none"> <li>For the 23/24 financial year the Ministry reported estimated environment expenditure of \$13.9 million. Most of this expenditure was funded through the Climate Emergency Response Fund.</li> <li>For the 24/25 financial year environment expenditure is funded from the Ministry's baseline.</li> </ul>																
<b>Data/evidence</b>	<table> <tr> <th>Environmental expenditure 2024/25</th><th>Amount \$ (000)</th></tr> <tr> <td>Disaggregated by enduring and specific outcomes</td><td></td></tr> <tr> <td><b>Reducing greenhouse gas emissions and adapting to climate change</b></td><td><b>\$1,922</b></td></tr> <tr> <td>New Zealand's per person emissions are declining</td><td>\$1,838</td></tr> <tr> <td>New Zealand is effectively adapting to the impacts of climate change</td><td>\$84</td></tr> <tr> <td><b>Reducing pollution and waste</b></td><td><b>\$186</b></td></tr> <tr> <td>Other expenditure not elsewhere classified</td><td>\$186</td></tr> <tr> <td><b>Total</b></td><td><b>\$2,108</b></td></tr> </table>	Environmental expenditure 2024/25	Amount \$ (000)	Disaggregated by enduring and specific outcomes		<b>Reducing greenhouse gas emissions and adapting to climate change</b>	<b>\$1,922</b>	New Zealand's per person emissions are declining	\$1,838	New Zealand is effectively adapting to the impacts of climate change	\$84	<b>Reducing pollution and waste</b>	<b>\$186</b>	Other expenditure not elsewhere classified	\$186	<b>Total</b>	<b>\$2,108</b>
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## EV charging network

<b>Key messages</b>	<ul style="list-style-type: none"> <li>The Ministry of Transport worked closely with the Government on its plan to increase the number of public EV chargers across New Zealand with a goal of 10,000 public charging points by 2030.</li> <li>The Supercharging EV Infrastructure work programme is underway with a focus on transitioning to government co-investment, addressing barriers in resource consents and connection costs.</li> </ul>
<b>Data/evidence</b>	<ul style="list-style-type: none"> <li>As at 31 December 2024, New Zealand had 1,378 public EV charge points. A further 714 charge points are in the pipeline for installation.</li> </ul>

## Fast track Approvals Act 2024

<b>Key messages</b>	<ul style="list-style-type: none"> <li>The Government has passed new fast-track legislation that will make the process of consenting infrastructure projects simpler and quicker.</li> </ul>
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	<ul style="list-style-type: none"> <li>• The Minister of Transport announced transport projects that are listed in the fast-track legislation – these were selected based on their ability to deliver significant regional or national benefits.</li> <li>• While being listed gives them immediate access to the fast-track approval process, environmental and other types of impacts will still be considered when a project submitted for approval is referred to an expert advisory panel. Other transport projects may be referred into fast track over time.</li> </ul>
<b>Data/evidence</b>	<ul style="list-style-type: none"> <li>• Resource consenting costs represent on average 5.5 percent of the total cost of infrastructure projects in New Zealand and have been increasing over time.</li> <li>• The listed projects in the Fast track Approvals Act 2024 will result in at least 180km of new road, rail and public transport routes.</li> <li>• The transport listed projects include: <ul style="list-style-type: none"> <li>○ both Roads of National and Regional Significance identified in the GPS land transport;</li> <li>○ developments at Tauranga, Northport and Auckland port facilities;</li> <li>○ public transport projects, for instance the Airport to Botany and the North West rapid transit projects; and</li> <li>○ rail network improvements, including new rail links at Marsden Point and the Crosstown Corridor.</li> </ul> </li> </ul>

## GPS 2024

<b>Key messages</b>	<ul style="list-style-type: none"> <li>• Implementing the GPS 2024 is a key priority for the Ministry in collaboration with the sector.</li> <li>• GPS 2024 signalled a number of system reforms which we are progressing. These include adopting a ten-year investment plan to provide longer-term certainty on transport investments, reforming the revenue system and implementing performance and efficiency plans.</li> <li>• The Ministry of Transport provides monthly, quarterly, and annual reporting to the Minister on GPS implementation and works closely with NZTA to discuss any issues and highlight concerns.</li> </ul>
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## Licensing and fees

### Parking, towage, and storage fees

<b>Key messages</b>	<ul style="list-style-type: none"><li>• The Ministry of Transport progressed work that resulted in the Government increasing parking infringement fees and towage and storage fees. These came into effect on 1 October 2024.</li><li>• We also completed work to increase the fine for misusing a mobility parking space from \$150 to \$750, reflecting the seriousness of this offence.</li></ul>
<b>Data/evidence</b>	<ul style="list-style-type: none"><li>• The fees had not been updated since at least 2004 and were no longer an effective deterrent and failed to cover towage operators' costs.</li><li>• Using the Consumers Price Index, we increased parking fees by around 70 percent, restoring their original value.</li></ul>

### Driver licence resit fees and wait times

<b>Key messages</b>	<ul style="list-style-type: none"><li>• The Ministry worked closely with the Minister and NZTA to implement changes to reduce the wait times of people wanting to sit their driver licence tests.</li><li>• The time people can drive on an overseas licence was temporarily extended in November 2024. Overseas licence conversions accounted for around 60 percent of full licence tests for much of 2024.</li><li>• The average wait time for a full licence test is now 10 days and 15 days for the restricted test.</li></ul>
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# Ministry of Transport

## Audit for the year ended 30 June 2024

<b>Key messages</b>	<ul style="list-style-type: none"><li>• The Ministry received an unmodified audit opinion which means the auditor didn't spot anything significant enough to point out to readers.</li><li>• The Ministry accepts the findings of Audit New Zealand for its financial reporting and is working to address the recommendations ahead of its 2024/25 audit. Activity underway includes:<ul style="list-style-type: none"><li>○ Working with NZTA to align our agencies' accounting treatment for the Clean Vehicle Standard in 2024/25.</li><li>○ Improving our reconciliation processes with our funded Crown Entities.</li><li>○ Implementing new appropriation monitoring processes.</li><li>○ The Ministry notes Audit New Zealand's feedback on its performance reporting. The Ministry will complete work this calendar year to review its performance measures.</li></ul></li><li>• There were three instances in 2024/25 where appropriation limits were exceeded in Vote Transport that the Ministry has reported in its annual report:<ul style="list-style-type: none"><li>○ Chatham Islands – caused by emergency repair activity in 2022/23 continuing into the start of 2023/24.</li><li>○ Land Transport Revenue Bad Debt Provision – caused by a change of accounting treatment for NZTA's bad debt expense.</li><li>○ Mode-shift – Transport Choices – caused by funding claims from Councils to NZTA unexpectedly exceeding the amount of funding available for the financial year. The overall project spend will be within the overall amount that was appropriated so this is a timing issue.</li></ul></li></ul>
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## Cost savings

<b>Key messages</b>	<ul style="list-style-type: none"><li>• The Ministry of Transport's departmental budget reduced from \$79.3m to \$61.8m from 23/24 to 24/25.</li><li>• We also took several actions this year to ensure we continued to operate within this budget while delivering our work programme.</li><li>• Some of these were through centralising recruitment, consolidating groups and teams as opportunities arose and progressing a programme of functional reviews to support more efficient delivery.</li><li>• I am confident that through clear prioritisation of the work programme and careful management of our resources we can continue to deliver what is required.</li></ul>
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	<ul style="list-style-type: none"><li>With our operating model and internal budgeting, we retain good flexibility to access the resources we need. The development of our workforce strategy will be a key tool in positioning us to do this well in the medium term.</li></ul>																		
<b>Data/evidence</b>	<table><tr><th></th><th>2023/24</th><th>2024/25</th><th>2025/26</th><th>2026/27</th><th>2027/28</th></tr><tr><td>Ministry's departmental budget</td><td>79.3m</td><td>61.8m</td><td>59.6m</td><td>55.6m</td><td>54.9m</td></tr><tr><td>Contractor and consultant spend</td><td>11m</td><td>10m</td><td>10m</td><td>10m</td><td>10m</td></tr></table>		2023/24	2024/25	2025/26	2026/27	2027/28	Ministry's departmental budget	79.3m	61.8m	59.6m	55.6m	54.9m	Contractor and consultant spend	11m	10m	10m	10m	10m
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## Staff numbers

<b>Key message</b>	<ul style="list-style-type: none"> <li>The Ministry's FTE has reduced from 241 in June 2023 to 212 at the end of 2024.</li> </ul>
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## Contractor spend

<b>Key messages</b>	<ul style="list-style-type: none"><li>• In the 2023/24 financial year the Ministry of Transport contracted with 126 consultants or contractors at a cost of \$11 million. While in 2022/23, we employed 311 consultants or contractors \$21.8 million.</li><li>• In this current financial year, the number of, and spend on, contractors and consultants has significantly reduced.<ul style="list-style-type: none"><li>◦ Through the first half of 2024/25, we spent almost \$2m on consultants and contractors, compared to around \$5m for the same period the year prior.</li><li>◦ Full year we are currently forecasting spend of approximately \$7m.</li></ul></li></ul>																		
<b>Data/evidence</b>	<p>Number of contractors and cost for the last five years. Source Annual Review questions and answer document.</p> <table><tr><th></th><th>2023/24</th><th>2022/23</th><th>2021/22</th><th>2020/21</th><th>2019/20</th></tr><tr><td>Cost \$000</td><td>11,000</td><td>21,842</td><td>16,512</td><td>12,619</td><td>16,474</td></tr><tr><td>No. of Consultants / Contractors</td><td>126</td><td>311</td><td>226</td><td>190</td><td>226</td></tr></table>		2023/24	2022/23	2021/22	2020/21	2019/20	Cost \$000	11,000	21,842	16,512	12,619	16,474	No. of Consultants / Contractors	126	311	226	190	226
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No. of Consultants / Contractors	126	311	226	190	226														

## Performance Improvement Review

<b>Key message</b>	<ul style="list-style-type: none"> <li>• The Performance Improvement Review shows an improvement on the Ministry's previous review and highlights our strong record of delivering a large and varied policy work programme.</li> <li>• The report found the Ministry needs to maintain focus on delivering the Government's priorities, leverage our transport system leadership role and build the capability we need as an organisation.</li> <li>• In response, the Ministry identified three initial areas we will focus on, they are:               <ul style="list-style-type: none"> <li>○ maximising our transport system leadership opportunity</li> <li>○ responding to priorities while advancing longer term goals</li> <li>○ delivering a workforce strategy.</li> </ul> </li> <li>• During the time that the PIR review was taking place, we underwent a number of changes, including an election and a restructure and we spent some time ensuring that the information collected reflected this new context.</li> </ul>
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## Te Reo

<b>Key messages</b>	<ul style="list-style-type: none"> <li>• On 1 August this year, the Ministry modified our logo to make the English name more prominent, and we changed the order of the English text and Te Reo Māori translation on our external website.</li> <li>• The Ministry has not changed the other ways it promotes and protects the use of Te Reo, such as providing opportunities to learn Te Reo, and continuing to meet Treaty obligations and build cultural capability.</li> </ul>
<b>Data/evidence</b>	<ul style="list-style-type: none"> <li>• Changing the logo cost \$1,262.50 +GST.</li> </ul>

## Māori Crown relations

<b>Key message</b>	<ul style="list-style-type: none"> <li>• We use our Hei Arataki Māori Strategy to guide efforts for improving transport outcomes for Māori.</li> <li>• A key part of Hei Arataki is to develop staff cultural competencies to better engage with and understand our Treaty partners.</li> <li>• We continue to make progress to lift staff capability and engagement in this area including, the use of te reo in staff communications and stakeholder engagements and expanding our understanding of te ao Māori worldview through events such as Matariki celebrations.</li> </ul>
	<b>Have you received a directive from the Minister to give effect to the coalition agreement on the use of Te Reo?</b>

	<ul style="list-style-type: none"> <li>• The Minister has been clear in his expectation that the Ministry will comply with the coalition agreement.</li> <li>• In response we have changed our logo to give our English name more prominence, and we have changed the order of the English text and Te Reo Māori translation on our external website</li> <li>• We have not changed the other ways we promote and protect the use of Te Reo, such as providing opportunities to learn Te Reo, and we will continue to meet our Treaty obligations and build our cultural capability.</li> </ul> <p><b>How many Crown Treaty Settlement Commitment responsibilities does the Ministry have?</b></p> <ul style="list-style-type: none"> <li>• The Ministry has one completed Crown Treaty settlement relating to the 1998 settlement with Ngāi Tahu for the Deed of Right of First Refusal at Milford Airport.</li> <li>• We have two ongoing Crown Treaty settlement commitments. <ul style="list-style-type: none"> <li>◦ The first commitment relates to co-governance of the Waipa River with Ngāti Maniapoto and is on track.</li> <li>◦ The second commitment relates to Ngāti Toa Rangatira Deed of Settlement about a Cook Strait forum, which has yet to be triggered.</li> </ul> </li> </ul>
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## On time performance

<b>Key messages</b>	<ul style="list-style-type: none"> <li>• In September 2024, the Ministry began monthly reporting of airline on time performance data including arrivals, departures and cancellations for jet services across New Zealand's main domestic routes.</li> <li>• The first two reports covered jet services on domestic routes where there is competition (that is, both Jetstar and Air NZ fly on that route). In December we extended the reporting to also include on-time performance data for Trans-Tasman routes flown by 2 or more airlines.</li> <li>• The Ministry intends to shortly start reporting on regional routes.</li> </ul>
<b>Data/evidence</b>	<p>For October 2024:</p> <ul style="list-style-type: none"> <li>• on-time performance for reported domestic routes was 82.0 per cent for on-time departures and 83.7 per cent for on-time arrivals</li> <li>• the cancellation rate for reported domestic routes was 1.1 per cent</li> <li>• on-time performance over reported Trans-Tasman routes was 66.2 per cent for on-time departures and 72.0 per cent for on-time arrivals</li> <li>• the Trans-Tasman cancellation rate was 2.0 per cent.</li> </ul>



## Oral fluid testing

<b>Key messages</b>	<ul style="list-style-type: none"><li>• The Ministry has been working on a new regime to enable the rollout of roadside oral fluid testing to better detect and deter drug-impaired drivers.</li><li>• A Bill amending the current legislation is expected to be passed this year.</li><li>• The oral fluid testing regime will give the Police the power to randomly screen drivers for drugs at the roadside using oral fluid testing devices, similar to drink-driving enforcement.</li><li>• The regime is expected to be implemented by Police by December 2025.</li><li>• The GPS outlines that once the regime is in place, targets will be set for Police to undertake 50,000 roadside oral fluid screening tests per year.</li></ul>
<b>Data/evidence</b>	<ul style="list-style-type: none"><li>• Alcohol and drugs are the number one contributing factor in fatal road crashes in New Zealand.</li><li>• From 2020 to 2023, nearly one in three fatal crashes involved a driver that had consumed impairing drugs. This was an average of 108 deaths every year, around 30 percent of all road deaths.</li></ul>

## Potholes

<b>Key messages</b>	<ul style="list-style-type: none"><li>• GPS 2024 introduced two new activity classes focused on pothole prevention. They ring-fenced funding for road resealing, road rehabilitation and drainage maintenance.</li><li>• NZTA, as the delivery agency, is best placed to provide details on the funding that has actually gone into pothole prevention on state highways as well as the standards they have set to repair potholes within a certain timeframe.</li></ul>
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## Rail investments

<b>Key messages</b>	<ul style="list-style-type: none"> <li>• Advice on rail, both in terms of freight and metro, is a current priority for the Ministry.</li> <li>• The Government has announced significant investment in rail and we need to make sure this investment is delivering value for money and delivering on wider transport objectives.</li> <li>• The Ministry is working closely with Auckland Transport, Greater Wellington Regional Council, NZTA, KiwiRail and the Treasury on the review of the Metropolitan Rail Operating Model (MROM). The review includes developing a sustainable funding model for metro rail, including who pays for what.</li> <li>• We expect the Minister will take decisions to Cabinet in early 2025.</li> </ul>
<b>Data/evidence</b>	<ul style="list-style-type: none"> <li>• Over the last ten years, around \$10 billion has been collectively invested in the Auckland and Wellington metro rail networks by central and local government, and that investment continues to grow.</li> </ul>

## Regional air connectivity

<b>Key messages</b>	<ul style="list-style-type: none"> <li>• New Zealand is well served by the domestic aviation network. Air NZ is the main domestic carrier, with a few smaller regional carriers serving regions that Air NZ does not fly to.</li> <li>• The past few years have hit the sector hard. We are now seeing air travel capacity levels return to pre-pandemic levels on many domestic routes, though volumes continue to be down to some smaller regions. Overall, we have mostly seen the market adjusting to ensure services to most parts of the country continue.</li> <li>• Airlines providing regional air services to more remote regions and smaller regional airports are facing a range of pressures in the post-pandemic environment.</li> <li>• We consider it appropriate that the market-led responses of the regional air network continue.</li> <li>• However, the Regional Infrastructure Fund (RIF), with a total funding of \$1.2 billion over the current Parliamentary term, offers a potential source of support to help promote regional air connectivity over the medium-term.</li> <li>• MoT is working closely with MBIE Kānoa – Regional Development and Commercial Services to ensure RIF applications relating to the regional air network are considered within the context of a wider strategic approach to promote the resilience of the regions.</li> </ul>
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<b>Data/evidence</b>	<ul style="list-style-type: none"> <li>• Air New Zealand travels to 20 domestic destinations, while Jetstar travels to five. Apart from the main trunk routes, Air New Zealand services most of the regional routes using either the 72- seat ATR or the 50-seat Q300 aircraft.</li> <li>• There are also around eight smaller airlines providing scheduled services, mostly connecting smaller towns with cities on over 30 routes, together with charter services.</li> <li>• Some current key regional air connectivity challenges identified by the sector are: <ul style="list-style-type: none"> <li>○ supply chain challenges, increasing fees, levies, airport charges and other costs, and workforce shortages for airlines</li> <li>○ rising infrastructure costs and ongoing funding constraints for regional airports.</li> </ul> </li> <li>• Examples of recent market responses include: <ul style="list-style-type: none"> <li>○ Air New Zealand has recently reduced frequency on some direct regional services and discontinued the Wellington-Invercargill route.</li> <li>○ Sounds Air has withdrawn from the Wellington-Westport and Wellington-Taupo routes (Origin Air has picked these up).</li> </ul> </li> <li>• Over the longer-term the deployment of advanced aviation may well offer new commercial opportunities for smaller aircraft to provide more flexible services to enhance regional air connectivity.</li> </ul>
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## Revenue action plan

<b>Key messages</b>	<ul style="list-style-type: none"> <li>• One of our priorities is to provide advice to the Minister on different revenue options to support future investment in Transport.</li> <li>• We have worked closely with the Minister and NZTA on policy options for the future of land transport revenue, as contained in the Revenue Action Plan. This plan aims to <ul style="list-style-type: none"> <li>○ make better use of existing funding tools and unlock funding tools</li> <li>○ reform tolling legislation</li> <li>○ transition all light vehicles to road user charges.</li> </ul> </li> </ul> <p><b>RUC Transition</b></p> <ul style="list-style-type: none"> <li>• Work is underway on the transition of light vehicles to road user charges (RUC), and away from fuel tax, with the transition to occur as early as 2027.</li> </ul>
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	<ul style="list-style-type: none"> <li>• We are working closely with the NZTA on the advice to ensure that there is good alignment between the policy and operational implications of any transition.</li> <li>• A key focus of our advice will be to ensure a transition is well planned and well managed. As there are more than 3.6 million petrol vehicles (including motorcycles) that currently pay fuel excise duty, this would be one of the most significant reforms in the transport system undertaken yet.</li> </ul> <p><b>Tolling</b></p> <ul style="list-style-type: none"> <li>• Cabinet has agreed to reform of tolling legislation to make tolling a more effective source of alternate revenue.</li> <li>• Key changes will include enabling tolls to be set across entire corridors, ensuring toll rates better reflect costs and benefits, and allowing the Minister of Transport to require heavy vehicles to use specific toll roads.</li> <li>• Legislation is expected to be introduced to the House later this year.</li> </ul> <p><b>Time of Use Charging</b></p> <ul style="list-style-type: none"> <li>• Last year the Ministry developed a time of use charging framework aimed at improving travel times and network efficiency.</li> <li>• Legislation to enable time of use schemes to be developed has been introduced and is awaiting its first reading.</li> <li>• Once the new law is in place, local authorities, including Auckland Council, will be able to propose schemes and work can begin on scheme development.</li> </ul> <p><b>Funding and financing the Roads of National Significance</b></p> <ul style="list-style-type: none"> <li>• GPS 2024 notes that 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.</li> <li>• One of our priorities is to provide advice to the Minister on different revenue options to support the delivery of RoNS.</li> </ul>
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## Safety

### Anti-social road users

<b>Key messages</b>	<ul style="list-style-type: none"><li>• The Ministry continues to work closely with NZ Police and the Ministry of Justice on legislative changes to combat illegal street racing, fleeing drivers, and other anti-social road activities.</li><li>• Our advice includes looking at whether existing penalties are providing adequate deterrence.</li></ul>
<b>Data/evidence</b>	<ul style="list-style-type: none"><li>• The Police Emergency Communications Centre receives about 18,000 calls a year about illegal street racing and dirt bike rallies.</li><li>• The number of fleeing driver charges has doubled in the last 10 years, from around 1,500 in 2013 to 3,000 in 2023.</li></ul>

It is important to note that the number of calls does not equate to number of events given that ECC can receive multiple calls for a single event.

### Public transport safety

<b>Key messages</b>	<ul style="list-style-type: none"><li>• Discussions are taking place between Ministers, Ministry officials, Police and Public Transport Authorities about measures that may be needed for drivers and passengers to have greater assurance of their safety while using public transport.</li><li>• The Ministry of Transport, NZTA, Public Transport Authorities and operators are working together to ensure consistent policies across New Zealand for how public transport workers can address anti-social or violent behaviour on public transport.</li><li>• Budget 2024 allocated \$15 million in funding for practical improvements to bus driver safety and working environments, which will include retrofitting safety screens on buses in Auckland.</li><li>• The Sentencing (Reform) Amendment Bill will introduce a new aggravating factor at sentencing for anyone who commits an offence against a public transport worker acting in the course of their duties. This change is intended to act as a deterrent to such offending and send a clear message that violence and abuse in these spaces will not be tolerated. The Select Committee Report for the Bill is due on 13 February 2025.</li></ul>
<b>Data/evidence</b>	<ul style="list-style-type: none"><li>• Australia is facing similar trends to New Zealand around worker and passenger safety. New Zealand's existing and upcoming safety measures are comparable to the most comprehensive in Australia.</li></ul>

## Road safety objectives

<b>Key messages</b>	<ul style="list-style-type: none"> <li>The Government's Road Safety Objectives focus on: <ul style="list-style-type: none"> <li>increasing road policing and enforcement,</li> <li>targeting the highest contributing factors to fatal crashes, and</li> <li>delivering new and safe roading infrastructure.</li> </ul> </li> <li>Some key actions from this work include: <ul style="list-style-type: none"> <li>increased alcohol breath testing and introducing roadside drug testing</li> <li>reviewing penalties for traffic offences</li> <li>identifying opportunities to improve the driver licensing system</li> <li>building and maintaining our road network to a safe standard.</li> </ul> </li> </ul>
<b>Data/evidence</b>	<ul style="list-style-type: none"> <li>Provisionally, there were 294 fatalities and, according to NZTA, 1,266 serious injuries from 1,406 crashes over the course of 2024, though there is a significant lag in reporting serious injuries and crashes.</li> <li>Alcohol and drugs are the number one contributing factor in fatal road crashes in New Zealand. In 2023, alcohol and drugs were contributors to 155 fatalities on our roads.</li> <li>In 2022, New Zealand had 7.3 road deaths per 100,000 people. With similar populations and road networks, Victoria had 4.4 road deaths per 100,000 people, and Queensland had 5.1 road deaths per 100,000 people.</li> </ul>

## Speed rule (incl. submissions, evidence re DSI and economic growth)

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<b>Key messages</b>	<ul style="list-style-type: none"> <li>The Land Transport Rule: Setting of Speed Limits 2024 came into effect on 30 October 2024.</li> <li>The Rule requires road controlling authorities to take a more balanced approach to setting speed limits, to ensure economic impacts and the views of local communities and road users are considered alongside safety.</li> <li>The Rule requires certain speed limit reductions on local streets, arterial roads, and state highways to be reversed by 1 July 2025.</li> </ul>

	<ul style="list-style-type: none"> <li>• The new speed Rule also requires variable speed limits outside schools during pick up and drop off times by 1 July 2026.</li> <li>• It also enables speed limits of 120km/h on Roads of National Significance where the roads can safely accommodate that speed limit.</li> <li>• Consultation on the draft Land Transport Rule: Setting of Speed Limits 2024 ran for four weeks over June to July 2024. A total of 8,180 submissions were received.</li> </ul>
<b>Data/evidence</b>	<ul style="list-style-type: none"> <li>• During consultation on the draft Rule, over 65 percent of submitters supported the reversal of the previous government's speed limit reductions.</li> </ul>

## Second emissions reduction plan /ERP2 and NZ's National Determined Contribution 2 (NDC2)

<b>Key messages</b>	<ul style="list-style-type: none"> <li>• The final ERP2 was released in December outlining how the Government approaches achieving the second emissions budget.</li> <li>• The Ministry supported the Minister of Transport in developing the ERP2 transport content, working closely with the Ministry for the Environment.</li> <li>• ERP2 proposes to reduce transport emissions through EV infrastructure, retaining the Clean Vehicle Standard, and supporting heavy vehicle decarbonisation and public transport.</li> <li>• Transport is covered by the Emissions Trading Scheme, which is the Government's key tool to reduce emissions.</li> <li>• The Government announced on 30 January 2025 NZ's second international climate target under the Paris Agreement known as NDC2.</li> <li>• The target aims to reduce net emissions by 51 to 55% compared to gross 2005 levels by 2035 (NDC1 target is 50% over the period 2021-2030).</li> <li>• The Ministry supported setting NDC2 as a range to enable NZ to respond to evolving national circumstances e.g. uncertainty about the impact that emissions reduction technologies including agricultural mitigation will have over the NDC2 period.</li> </ul>
<b>Data/evidence</b>	<ul style="list-style-type: none"> <li>• Transport is responsible for 17.5 percent of New Zealand's gross greenhouse gas emissions.</li> </ul>

## Transport concessions

<b>Key messages</b>	<ul style="list-style-type: none"> <li>• The Government has set an expectation through the GPS that there is a significant increase in the private funding for public transport, and improved value for money. NZTA has been consulting local government on setting specific regional targets with implementation timeframes.</li> <li>• The Total Mobility Review is focused on making improvements to how the Total Mobility service works. Consultation will focus on making changes to ensure the service is operationally efficient and is targeted towards users with the greatest needs. The Ministry will also look at the funding settings to ensure they are appropriate and sustainable.</li> <li>• The Ministry worked with NZTA and Auckland Transport to ensure the commercially operated Island Direct Waiheke Island ferry service could enter the SuperGold concession scheme from July 2024 to bring additional competition to the existing operators on the route.</li> </ul>
<b>Data/evidence</b>	<ul style="list-style-type: none"> <li>• Private funding (primarily passenger fares) was able to fund 40 percent of public transport in 2016/17, while in 2022/23 it funded less than 10 percent of the total cost.</li> </ul>

## Walking and cycling

<b>Key messages</b>	<ul style="list-style-type: none"> <li>• Over the next three years, the GPS will direct investment in walking and cycling of between \$275 and \$450 million.</li> <li>• At the mid-point of Activity Class ranges over the same time period, this is a 27 percent increase compared to GPS 2021, and a 52 percent decrease compared to the draft GPS released in 2023.</li> <li>• The Emissions Trading Scheme is the Government's tool to reduce emissions. The transport sector is covered by the ETS and the ETS caps emissions.</li> </ul>
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## Weather events

<b>Key messages</b>	<b>North Island Weather Events (NIWE)</b> <ul style="list-style-type: none"> <li>• Budget 2024 invested more than \$950 million in a package of initiatives to further support the rebuild and recovery of communities affected by Cyclone Gabrielle and the 2023 Auckland Anniversary floods to improve New Zealand's emergency preparedness.</li> </ul>
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	<ul style="list-style-type: none"><li>\$939 million in additional funding was for the NZ Transport Agency and local councils to continue their response and recovery works. This investment will fund the recovery of the State Highway network and continue to support councils with the recovery of local roads.</li></ul>																									
<b>Data/evidence</b>	<p>Since the North Island Weather Events of 2022/23, the Crown has provided nearly \$2.700 billion to address state highway and local road response and recovery.</p> <table><tr><th>Approval</th><th>Funding</th><th>Purpose</th></tr><tr><td>Out-of-Budget-cycle Cabinet decision</td><td>\$250 million</td><td>Initial emergency funding for state highway and local road response</td></tr><tr><td>Budget 2023</td><td>\$275 million</td><td>Immediate response and recovery for state highways and local roads</td></tr><tr><td>National Resilience Plan Phase 1</td><td>\$567 million</td><td>Further response and recovery funding (including \$40m for minor resilience works)</td></tr><tr><td rowspan="3">Cost sharing arrangements with affected councils (funded from National Resilience Plan)</td><td>\$260 million</td><td>Hawke's Bay local roads</td></tr><tr><td>\$125 million</td><td>Tairāwhiti local roads</td></tr><tr><td>\$110 million</td><td>Auckland local roads</td></tr><tr><td>National Resilience Plan Phase 2</td><td>\$171 million</td><td>Local road recovery and purchase of additional bailey bridges</td></tr><tr><td>Budget 2024</td><td>\$939 million</td><td>Complete state highway recovery and continue local road response and recovery</td></tr></table>	Approval	Funding	Purpose	Out-of-Budget-cycle Cabinet decision	\$250 million	Initial emergency funding for state highway and local road response	Budget 2023	\$275 million	Immediate response and recovery for state highways and local roads	National Resilience Plan Phase 1	\$567 million	Further response and recovery funding (including \$40m for minor resilience works)	Cost sharing arrangements with affected councils (funded from National Resilience Plan)	\$260 million	Hawke's Bay local roads	\$125 million	Tairāwhiti local roads	\$110 million	Auckland local roads	National Resilience Plan Phase 2	\$171 million	Local road recovery and purchase of additional bailey bridges	Budget 2024	\$939 million	Complete state highway recovery and continue local road response and recovery
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**GPS PT points:**

GPS 2024 allocated between \$2.13 billion and \$5.5 billion of NLTF funding towards Public Transport. This allows for up to \$1.5 billion of additional funding compared to GPS 2021.

At the mid point there was an increase of 13% for Public Transport Services and 21% for Public Transport Infrastructure.

NZTA's 2024-27 NLTP outlines a \$5 billion investment on public transport infrastructure and services (this is inclusive of NLTF and local government contributions. Compared to the 2021-24 NLTP, there has been a \$1.4 billion or 28% increase in expenditure on public transport infrastructure and expenditure.

**Detailed figures***GPS 2024*

- PT Services \$1.26 billion to 2.31 billion
- PT infrastructure \$870 million to \$3.19 billion
- Total \$2.13 billion to \$5.5 billion

*GPS 2021*

- PT Services \$1.22 billion to \$1.93 billion
- PT infrastructure \$1.27 billion to \$2.08 billion
- Total \$2.49 billion to \$4.01 billion

*NLTP*

- NLTP 2021-24 \$5 billion
- NLTP 2024-27 \$6.4 billion

**From:** [James Turner](#)  
**To:** [David Wood](#); [Bryan Field](#)  
**Cc:** [Tim Herbert](#); [Dewi Kurnia](#); [Natalia Waiker](#)  
**Subject:** RE: Annual Review - Value for Money Questions  
**Date:** Thursday, 13 February 2025 10:47:46 am  
**Attachments:** [image001.png](#)  
[image002.png](#)

Thanks David – have responded by Teams on TTM but to reiterate, from the draft NZTA Q2 report:

- Percentage of NLTF funded TTM costs in state highway and local road pothole prevention, operations and improvements activity classes - **for State highways - down by 6.1% and for local roads down by 10.3% (c.f. Q1.)** "The proportion of total cost attributable to TTM has decreased this quarter. This is impacted by larger scale physical works activities, which generally result in greater efficiencies for TTM costs" Am just following up the further questions re. TTM guidance and the expenditure metrics – will get back asap.
- For the REG, I've attached a link to the 24-27 Business Case overview (two pager) which sets out high level scope and followed the directions in GPS 24 and the PEP. <https://www.nzta.govt.nz/assets/planning-and-investment/transport-excellence-partnership/docs/REG-business-case-2024-27-overview.pdf> - this is the nearest to a ToR that I was able to find. The September 2024 REG newsletter included the following item:

### Scope of refocused REG

The Performance and Efficiency Plan (above) includes the role, scope and functions of a refocused REG to make sure activities and functions are aligned to drive better accountability, delivery and value for money from our transport investments.

GPS 2024 directed REG to refocus on ensuring that investment in maintaining and improving resilience on the state highway, local and rural road network is spent in the most efficient manner.



REG has updated its programme business case, refreshed its delivery model, appointed two independent governance members, and developed road controlling authorities' effectiveness benchmarking along with new quarterly/annual reporting.

- Note that REG sent out **revised TTM reporting requirements to RCAs** in that same September newsletter. "REG has developed TTM reporting metrics in the Transport Insights web portal to benchmark financial performance and site effectiveness. These reporting metrics include the costs for TTM for the previous quarter, as well as information on site inspections and their status."

- Overview of REG vision and mission: <https://www.nzta.govt.nz/planning-and-investment/planning/road-efficiency-group/about/>

**James Turner** ([he/him](#))

Principal Adviser – Programme Management and Investment Monitoring  
**Te Manatū Waka Ministry of Transport**

s 9(2)(a)

E: [j.turner@transport.govt.nz](mailto:j.turner@transport.govt.nz) | [transport.govt.nz](https://transport.govt.nz)



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**From:** David Wood <[D.Wood@transport.govt.nz](mailto:D.Wood@transport.govt.nz)>

**Sent:** Thursday, 13 February 2025 10:14 am

**To:** James Turner <[J.Turner@transport.govt.nz](mailto:J.Turner@transport.govt.nz)>; Bryan Field <[B.Field@transport.govt.nz](mailto:B.Field@transport.govt.nz)>

**Cc:** Tim Herbert <[t.herbert@transport.govt.nz](mailto:t.herbert@transport.govt.nz)>; Dewi Kurnia <[D.Kurnia@transport.govt.nz](mailto:D.Kurnia@transport.govt.nz)>;  
Natalia Waiker <[N.Waiker@transport.govt.nz](mailto:N.Waiker@transport.govt.nz)>

**Subject:** RE: Annual Review - Value for Money Questions

Many thanks for this. I've sent a Teams message but a couple of areas of follow-up:

- Can you please send through the confirmed TOR for the REG
- Do we have any information that is tracking the NZTA spend on TTM? If so, are there any trends emerging?

Ngā mihi, David

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**From:** James Turner <[J.Turner@transport.govt.nz](mailto:J.Turner@transport.govt.nz)>

**Sent:** Wednesday, 12 February 2025 12:51 pm

**To:** David Wood <[D.Wood@transport.govt.nz](mailto:D.Wood@transport.govt.nz)>; Bryan Field <[B.Field@transport.govt.nz](mailto:B.Field@transport.govt.nz)>

**Cc:** Tim Herbert <[t.herbert@transport.govt.nz](mailto:t.herbert@transport.govt.nz)>; Dewi Kurnia <[D.Kurnia@transport.govt.nz](mailto:D.Kurnia@transport.govt.nz)>;  
Natalia Waiker <[N.Waiker@transport.govt.nz](mailto:N.Waiker@transport.govt.nz)>

**Subject:** RE: Annual Review - Value for Money Questions

Kia ora David

With thanks to Dewi for her digging, here is some material that hopefully provides some useful examples of VFM actions, particularly from the PEP.

GPS 2024 sets out that 'NZTA will be expected to develop a *Performance and Efficiency Plan* (PEP) that will drive performance and efficiency across all transport investments.' NZTA provided a first iteration of the PEP in June 2024,

and a second iteration in December 2024. The PEP was developed using an iterative approach to ensure that actions to boost performance were underway as soon as possible as opposed to delaying while a fully comprehensive plan was developed. The Ministry worked closely with NZTA while the two iterations of the PEP were developed and finalised. Examples of improvements on activities NZTA is delivering on performance and efficiency and VFM in land transport sector services implemented (at least in part) because of the PEP include:

- **Road Efficiency Group (REG)**

Following GPS 24, the REG has strengthened its focus on ensuring that all RCAs and the public have visibility into RCA performance, to ensure investment in maintaining and improving resilience on the state highway, local, and rural road network is spent in the most efficient manner. The PEP confirmed the scope and role of the refocused REG (with revised governance arrangements including new independent members). In response to GPS 2024 expectations, REG is developing a performance dashboard aimed at all RCA decision makers, including new road maintenance measures: 'Value for money, efficiency and effectiveness' which will show how an RCA is performing relative to their peer group and provide incentives to improve performance.

- **Information on investment in NLTP towards land transport benefits**

NZTA's systems and requirements have been updated to require activity submitters to provide forecast benefit information for all activities submitted for inclusion in the 2024-27 NLTP, to include the expected contribution of these activities to the priorities set out in the GPS. Work is underway to further develop this system and requirements to enable more systematic collection of benefits realisation information.

- **TTM site inspections**

In Q2 NZTA has increased their TTM site inspections to 268 (up from 42 in Q1) and have developed a programme of regular inspections for the summer construction season. Q2 data also shows that REG-led reporting is leading to the desired outcome of a greater level of confidence in the financial costs of TTM.

- **Ensuring business case and cost estimation processes reflect best practice**

NZTA has developed, tested, and communicated a new decision-led project development process, and tested this process on RoNS 'First Wave' projects. The next phase involves implementing this process across all NZTA transport projects.

- **Business case approval timelines – proportion of decisions made**

**within 35 days (includes decisions where board approval is required)**

Work is ongoing to streamline assurance and board processes to avoid project delays. This is part of broader work to implement the *Transforming Project Development* project, which shifts the focus from workstreams and outputs, to users, roles, and project phase changes – ensuring users understand the changes and what they mean for them, which is particularly important for driving behaviour change.

More generally the Ministry has analysed and interrogated NZTA's monthly GPS and Major Capital Project reports to gain a better understanding of performance and efficiency and worked constructively with NZTA officials to ensure the agency is clear about its accountability to provide explanations for its delivery, financial variances (including activity class revenue and expenditure), and any changes to project costs and/or timelines.

Let me know if you need anything further.

Ngā mihi

James

**James Turner** ([he/him](#))

Principal Adviser – Programme Management and Investment Monitoring  
**Te Manatū Waka Ministry of Transport**

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**Sent:** Wednesday, 12 February 2025 9:13 am

**To:** Bryan Field <[B.Field@transport.govt.nz](mailto:B.Field@transport.govt.nz)>

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**Subject:** Annual Review - Value for Money Questions

Kia ora Bryan

In preparation for tomorrow's select committee hearing I was hoping we could pick through the PEP reports for NZTA to highlight specific areas that demonstrate our focus on VfM in land transport sector services.

What I need is just 2-3 specific examples I can share with the Committee.

Is it possible to have this by 4 pm today?

Ngā mihi, David

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