

OC220576

24 August 2022

s 9(2)(a)

Tēnā koe s 9(2)  
(a)

I refer to your email dated 5 July 2022 to the Minister of Transport in which you requested the following under the Official Information Act 1982 (the Act):

*I request a copy of all the advice that the Minister received from the Ministry of Transport during May 2022, referenced in this link:*

<https://www.transport.govt.nz/assets/Uploads/BriefingListMay2022.pdf>

On 6 July 2022 you were advised that your request had been transferred to the Ministry of Transport for a response. On 1 August 2022 we advised you of an extension to the time period for responding to your request. The extension was due to consultations necessary to make a decision on your request being such that a proper response could not reasonably be made within the original time limit. We have now completed the necessary consultations and our response is detailed below.

Of the 42 documents in scope of your request: two are released in full; 25 are released with some information withheld; one is released in the form of excerpts; five are withheld in full; and six are refused. In addition: one document is not being provided as it mistakenly appeared on our May published list.

The remaining two documents in scope of your request are captured under previous OIA requests you made to the Minister of Transport and have been addressed in those (refer OIA22-393 dated 10 August 2022, and OIA22-425 dated 22 July 2022).

The following sections of the Act have been used.

- |         |   |
|---------|---|
| 6(a)    | as release would be likely to prejudice the security or defence of New Zealand or the international relations of the New Zealand Government |
| 6(b)    | as release would be likely to prejudice the entrusting of information to the Government of New Zealand on a basis of confidence by          |
|         | (i) the Government of any other country or any agency of such a Government; or  |
|         | (ii) any international organisation   |
| 9(2)(a) | to protect the privacy of natural persons   |

9(2)(b)(ii)	to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information
9(2)(ba)(i)	to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public
9(2)(ba)(ii)	to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest
9(2)(f)(ii)	to maintain the constitutional conventions for the time being which protect collective and individual ministerial responsibility
9(2)(f)(iv)	to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials
9(2)(g)(i)	to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any public service agency or organisation in the course of their duty
9(2)(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)
18(d)	the information requested is or will soon be publicly available

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

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

You have the right to seek an investigation and review of this response by the Ombudsman, in accordance with section 28(3) of the Act. The relevant details can be found on the Ombudsman's website [www.ombudsman.parliament.nz](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 website. Before publishing we will remove any personal or identifiable information.

Nāku noa, nā



Hilary Penman  
Manager, Ministerial Services



## Annex 1 - Document Schedule

Doc #	Reference number	Title of Document	Decision on request
1	OC220316 BRF21/22 04130403 16	Hamilton-Waikato Metro Spatial Plan Transport Programme Business Case Update	Released in full.
2	OC220281	The Ministry of Transport's Future Modelling Capability - Project Monty	Released with some information withheld under Section 9(2)(a).
3	OC220371	2021 New Zealand Search and Rescue (NZSAR) Awards	Released with some information withheld under Section 9(2)(a).
4	OC220282	Early Actions to Progress the Trial of the Equity-Orientated Vehicle Scrappage Scheme	Withheld under Section 9(2)(f)(iv).
5	OC220348	Meeting with Mitsui Representatives - 5 May 2022	Released with some information withheld under Sections 9(2)(a), 9(2)(b)(ii), 9(2)(g)(i).
6	OC220340	Additional Information Requested in Relation to the Assistance for the Trial Vehicle Scrappage Scheme	Withheld under Section 9(2)(f)(iv).
7	OC220351	International Maritime Organisation- New Zealand Position on an Equitable Transition Proposal	Released with some information withheld under Sections 6(a), 6(b), 9(2)(a), 9(2)(g)(i) and 9(2)(j).
8	OC220379	Alternative Phasing Dates for Euro 6/VI	Withheld under Section 9(2)(f)(iv).
9	OC220400	Sustainable Biofuels Obligation - Discussion Document on Proposed Options for Regulations (speaking points for 18 May DEV Committee Meeting)	Released with some information withheld under Section 9(2)(f)(iv).
10	OC220420	Meeting with Vertus Energy - 26 May 2022	Released with some information withheld under Section 9(2)(a).
11	OC220425	Official Launch of the Sustainable Car Leasing Programme	Released with some information withheld under Sections 9(2)(a), 9(2)(ba)(i) and 9(2)(g)(i).
12	OC220238	Cabinet Paper - Essential Transport Connectivity - Exit Approach - Speaking Notes	Not provided as part of this response.  A decision on this paper was provided to you under a previous OIA request you

Doc #	Reference number	Title of Document	Decision on request
			made to the Minister of Transport (OIA22-393, dated 10 August 2022.)
13	OC220333	Update on the Office of the Auditor General's Revised Draft Report on City Rail Link Governance	Released with some information withheld under Sections 9(2)(a), 9(2)(ba)(ii).
14	OC220321	KiwiRail Delegation Letter for the Ashburton Fairfield Freight Hub project	Released with some information withheld under Sections 9(2)(a), 9(2)(b)(ii) and 9(2)(f)(iv). The annex is refused under Section 18(d) and can be accessed here: <a href="http://www.transport.govt.nz/assets/Uploads/KiwiRail-Delegation-Letter-Hon-Michael-Wood_for-release.pdf">www.transport.govt.nz/assets/Uploads/KiwiRail-Delegation-Letter-Hon-Michael-Wood_for-release.pdf</a>
15	OC220347	Auckland Light Rail Board – Updated Paperwork for Cabinet's Appointments and Honours Committee	Refused under Section 18(d). A major proactive release of Auckland Light Rail documents will be published on the Ministry's website soon.
16	OC220323 T2022/987 BRF21/22 051324	Auckland Light Rail Funding and Financing Policy Work Programme	Refused under Section 18(d). A major proactive release of Auckland Light Rail documents will be published on the Ministry's website soon.
17	OC220394 T2022/986 BRF21/22 051333	Auckland Light Rail - Investing Management System	Refused under Section 18(d). A major proactive release of Auckland Light Rail documents will be published on the Ministry's website soon.
18	OC220375	Estimates Examination 2022/23 Standard Questions Draft Responses	Released with some information withheld under Section 9(2)(a).  The document attached to the briefing is refused under Section 18(d) as the final version can be found online at:  <a href="http://www.parliament.nz/resource/en-NZ/53SCTI_EVI_123937_TI2712/771b2aee45846735021711342e61418930fd5420">www.parliament.nz/resource/en-NZ/53SCTI_EVI_123937_TI2712/771b2aee45846735021711342e61418930fd5420</a>
19	OC220427	Estimates Examination 2022/23 Supplementary Questionnaire Draft Response	Released with some information withheld under Section 9(2)(a).  The document attached to the briefing is refused under Section 18(d) as the final version can be found online at:  <a href="http://www.parliament.nz/resource/en-NZ/53SCTI_EVI_123937_TI2729/2fbffc">www.parliament.nz/resource/en-NZ/53SCTI_EVI_123937_TI2729/2fbffc</a>

Doc #	Reference number	Title of Document	Decision on request
			<a href="#">69f70a3cd261c474e6a3bc99e790242fa4</a>
20	OC220311	Auckland Transport Alignment Project (ATAP) 2021-24 Funding Considerations	Excerpts are provided – the remainder of the document is withheld under Section 9(2)(f)(iv).
21	OC220326	Proactive Release of Cabinet Material - Taking Action on Fuel Prices	Withheld under section 9(2)(f)(iv).
22	OC220358	Follow Up Briefing - Budget Economic and Fiscal Update 2022 - Forecast of National Land Transport Act Fund Revenue	Released with some information withheld under Section 9(2)(a).
23	OC220355	Correspondence from Hyundai on Hydrogen and Road User Charges	Not provided. This document was mistakenly listed on the Ministry's published briefing titles list for May 2022.
24	OC220317	Joint briefing: Taking action on Fuel Prices- Draft Cabinet Paper Extending the Reductions to Petrol Excise Duty, Road User Charges and Monitoring Arrangements for Two Months	Refused under Section 18(d).  This briefing will soon be published on the Ministry's website.
25	OC220307	Taking Action on Fuel Prices - Proposed Release of Briefings and Talking Points	Refused under Section 18(d).  This briefing will soon be published on the Ministry's website.
26	OC220376	Issuing a Government Road Safety Strategy under the Land Transport Rule- Setting of Speed Limits 2022	Released with some information withheld under Section 9(2)(a).
27	OC220382	Community Connect - Outstanding Policy Matters	Refused under Section 18(d).  This document is scheduled for proactive release on the Ministry's website in September 2022.
28	OC220314	Tackling Unsafe Speeds - Proactive Release of Cabinet and Associated Papers	Released with some information withheld under Sections 9(2)(a) and 9(2)(h).
29	OC220396	Ministerial Oversight Group Meeting 2 June 2022	Released with some information withheld under Sections 9(2)(a), 9(2)(f)(iv), 9(2)(g)(i) and 9(2)(j). Appendix 3 is refused under Section 18(d) as it will



Doc #	Refence number	Title of Document	Decision on request
			soon be published on the Ministry's website.
30	OC220206	Parking Offences and Penalties Review	Released with some information withheld under Sections 9(2)(a), 9(2)(f)(ii), 9(2)(f)(iv) and 9(2)(g)(i).
31	OC220318	Release of Te Manatū Waka Ministry of Transport's Long-Term Insights Briefing	Released in full.
32	OC220352	Meeting with the Maritime New Zealand Chair and Chief Executive - 10 May 2022 - Briefing	Released with some information withheld under Sections 9(2)(a), 9(2)(f)(iv) and 9(2)(g)(i).
33	OC220269	City Rail Link Limited – Confirmation of Director Fees for 2022/23	Released with some information withheld under Section 9(2)(a).
34	OC220338	Review of Crown Entities' Draft Statements of Performance Expectations for 2022/23	Released with some information withheld under Sections 9(2)(a), 9(2)(f)(iv) and 9(2)(g)(i).
35	OC220330	City Rail Link Limited Statement of Performance Expectations 2022/23 and Statement of Intent 2022-25	Released with some information withheld under Sections 9(2)(a), 9(2)(b)(ii), 9(2)(ba)(i), 9(2)(ba)(ii), 9(2)(g)(i) and 9(2)(j).
36	OC220390	Initiating the Funding Extension Process for Requests under Section 9(1) of the Land Transport Management Act 2003	Withheld under Section 9(2)(f)(iv).
37	OC220345	Independent Reviews of Civil Aviation Regulatory Decisions	Released with some information withheld under Sections 9(2)(a) and 9(2)(g)(i).
38	OC220337	Air Navigation System Review - Panel Appointment	Not provided as part of this response.  A decision on this paper was provided to you under a previous OIA request you made to the Minister of Transport (refer OIA22-425, dated 22 July 2022.)
39	OC220236	New Zealand and Timor-Leste- Signing an Air Services Agreement	Released with some information withheld under Section 9(2)(a).
40	OC220410	Air Navigation System Review Panel- Letters of Appointment	Released with some information withheld under Section 9(2)(a).

Doc #	Refence number	Title of Document	Decision on request
41	OC220404	Attendance at Air New Zealand Board Meeting	Released with some information withheld under Section 9(2)(a).
42	OC220387	Proactive Release of Information on New Zealand's Air Transportation Agreement with Mexico, and a Delegation of Authority to the Ministers of Transport and Foreign Affairs	Released with some information withheld under Section 9(2)(a).



Document 1

OC220316

BRF21/220413040316

11 May 2022

**Hon Dr. Megan Woods**

**Action required by:**

**Minister of Housing**

Wednesday, 18 May 2022

**Hon Michael Wood**

**Minister of Transport**

CC Hon Nanaia Mahuta

Minister of Local Government

## **HAMILTON-WAIKATO METRO SPATIAL PLAN TRANSPORT PROGRAMME BUSINESS CASE UPDATE**

### **Purpose**

Provide you with an update on the Hamilton-Waikato Metro Spatial Plan Transport Programme Business Case (PBC) before it is considered for adoption in principle at the Future Proof Implementation Committee (FPIC) meeting on 16 June 2022. Final adoption of the PBC is expected at the subsequent meeting in September 2022.

### **Key points**

- The Future Proof Partnership transport working group has prepared the Transport Programme Business Case for the Hamilton-Waikato metro area.
- The PBC provides a preferred programme of transport investments to enable a compact urban form and affordable housing choices, as well as increased transport choice and efficiency, as set out in the agreed Hamilton-Waikato Metro Spatial Plan.
- Enhancements to micro mobility (which includes walking and cycling) have a significant role to play in improving accessibility, as well as other interventions including bus rapid transit and bus enhancements.
- Officials support the direction of the preferred programme and note there is strategic alignment with government priorities and the Hamilton-Waikato Metro Spatial Plan. High level and indicative costs for development along the corridors within the Spatial Plan areas have been tested and do not demonstrate any initial concern, noting this assessment does not include the actual build costs or land.

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- You will be asked to make an in-principal endorsement of the PBC at the 16 June 2022 FPIC meeting. Implementation and the funding and financing of the programme are critical and will need to be agreed by the Future Proof partners at the FPIC meeting in September 2022 so that work can progress with certainty.

## Recommendations

We recommend you:

- 1 **note** that officials support the direction of the preferred programme, and that it is strategically aligned with government priorities.
- 2 **note** that this is the last opportunity to provide feedback or raise any concerns before 18 May 2022;
- 3 **Agree** to meet with official to discuss the preferred programme before feedback is provided to the project consultants

Yes/No

**Hon Dr. Megan Woods**

Yes/No

**Hon Michael Wood**

- 4 **note** that the PBC will be presented at the FPIC meeting on 16 June for in-principle agreement by Future Proof partners
- 5 **note** that the final decision on the PBC will be made at the FPIC meeting in September 2022.

  
\_\_\_\_\_  
Rebecca Maplesden  
Partnership Director, Ministry of  
Housing and Urban Development

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\_\_\_\_\_  
Hon Dr. Megan Woods  
Minister of Housing

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Angela Parker  
**Manager, Placemaking and Urban  
 Development, Ministry of Transport**

..... / ..... / .....

Hon Michael Wood  
**Minister of Transport**

..... / ..... / .....

**Minister's office to complete:**

☐ Approved

☐ Declined

☐ Seen by Minister

☐ Not seen by Minister

☐ Overtaken by events

**Comments**

**Contacts at Ministry of Housing and Urban Development**

Name	Telephone	First contact
Rebecca Maplesden, Partnership Director, Ministry of Housing and Urban Development		✓
Natalia Tropotova, Senior Policy Advisor, Ministry of Housing and Urban Development		

**Contacts at Ministry of Transport**

Name	Telephone	First contact
Angela Parker, Manager, Placemaking and Urban Development		✓
Ben Ormsby, Principal Adviser, Placemaking and Urban Development		

[IN-CONFIDENCE]

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## HAMILTON-WAIKATO METRO SPATIAL PLAN TRANSPORT PROGRAMME BUSINESS CASE UPDATE

### Background

- 6 The Hamilton-Waikato Metropolitan Spatial Plan (HWMSP) sets out how and where Hamilton City and its neighbouring communities within the Waipā and Waikato districts should grow, develop, and move to ensure long term social, economic and environmental prosperity. This is developed from an agreed land use scenario within the context of the current and future urban areas.
- 7 The purpose of this PBC is to consider how the desired long term (30 to 100 year) land use outcomes set out in the HWMSP can be delivered with transport investment. In combination this work will shape how the communities grow and develop long term, while addressing the challenges of environmental deterioration, increased housing costs and demands placed on infrastructure.

### After 12 months, work on the Programme Business Case is almost complete

*The vision statement recognises this is a long-term multi-agency project*

- 8 The vision statement for this PBC is *‘Transit outcomes that promote, create and protect transport networks, which ensure equitable access, embraces kaitiakitanga, reflects our climate change challenges and promotes the urban form envisaged in the Hamilton-Waikato Metropolitan Spatial Plan’*
- 9 This vision statement was used to develop the investment logic mapping objectives and key performance indicators (see Annex 1 for more detail). These were shared with you at the FPIC meeting in July 2021<sup>1</sup>
- 10 The key outcomes for the short, medium and long term sought by the PBC are to:
  - 10.1 Identify a programme of investments and a broad suite of responses, that achieve a transport system that is the enabler of a vibrant compact urban form and affordable housing choices;
  - 10.2 provide for the safer and healthier movement of people and goods;
  - 10.3 increase mode choice, access and equity for all people to diverse housing typologies, employment, shopping, education and leisure;
  - 10.4 improve freight efficiency;
  - 10.5 reduce the climate change impact from transport and creates an interface with the Emissions Reduction Plan timeframes of 2022-2025, 2026-2030 and 2031-2035.

<sup>1</sup> Ministry of Housing and Urban Development. 22 July 2021 Aide Memoire; H2A/Future Proof Implementation Committee meeting M/EA20/21070015



- 11 The PBC is expected to develop a strategic direction and approach for the sub-region with a programme of key interventions to inform transport investment in the metro area.

*The long list was narrowed down using a multi criteria analysis*

- 12 The list of potential options (the 'longlist' assessment) covered four land use scenarios, with spatial distribution of the identified residential growth as the key variable.
- 13 Of the four scenarios, two scenarios were taken forward to the short list because of their better integration with transport:

13.1 *Land Use Scenario 1* based on the HWMSF

13.2 a 'more central densification' (*Land Use Scenario 2*) in response to policy changes such as the National Policy Statement on Urban Development. An additional scenario (*Land Use Scenario 2A*) was later included in response to the emissions reduction plan targets for reducing vehicle kilometres travelled, and mode shift for freight.

- 14 The land use scenarios were shortlisted using the following criteria:

14.1 Updated growth information, particularly the draft Future Proof Strategy which was publicly notified during the Long List phase;

14.2 Compactness/intensification;

14.3 Alignment and integration with key strategic transport corridors;

14.4 Access and equity;

14.5 Housing affordability;

14.6 Potential influence on emissions reduction.

*Transport scenarios were tested against each land use scenario*

- 15 For each land use scenario, the project considered rail and bus based rapid transit network (RTN) options. The specific network was customised for each land use scenario. Active modes network prioritisation and staging and sequencing have been developed for each RTN option. For all the proposals, road space reallocation and road corridor protection for the creation of multi-modal corridors will be critical elements of the delivery of the outcomes.
- 16 The shortlist assessment indicated that quite a lot of investment was required to make rail a viable option. Many sections of the required rail lines are single track and to reach the same frequencies as could be achieved with road based RTN would require double tracking (and more) in some locations. However, the likely rapid transit road corridors are mostly within 1km or less of the existing rail line. This would enable integration with the existing and planned urban form and transport. It would be possible to reconsider rail once population growth and demand justifies it.

*The preferred programme provides a broad package of interventions*

- 17 The short list was then narrowed down to a preferred programme to take forward (see Annex 1 for detail on the preferred programme). The preferred programme comprises rapid transit, land use, walking and cycling, freight, staging, and supporting interventions including a rural access programme and park and ride. The preferred land use approach is Land Use 2A as it guides the Future Proof partnership towards enabling higher density in existing areas and greenfields in line with the projected population used across all scenarios. This is linked to the early investment in walking and cycling.
- 18 Micromobility/active modes have a significant role to play in achieving the PBC outcomes. Hamilton city is especially well-placed for active modes because it is relatively compact and flat. Many trips within the city would be within an easy bicycle distance if a safe network was provided. This offers a good opportunity to align with the Future Proof Strategy to promote thriving communities to be healthier and wealthier and provide for access for everyone.

*The PBC anticipates the creation of a 'city of 20-minute neighbourhoods' with changes implemented from early 2024. Key interventions cover active modes, bus rapid transit, and complementary land use*

- 19 Micro mobility (predominantly walking and cycling but also including e-scooters and e-skateboards) is one of the biggest opportunities in Hamilton city. The creation of an integrated network that allows for the 'first & last mile' connections for public transport as well as transfers and interchange is a key feature of the preferred programme. Opportunities exist in the east-west corridors that link to the suburbs such as Hamilton East, Claudelands, Nawton, Dinsdale and Frankton, as these areas are within 3 - 4 kms of the city centre.
- 20 Rapid Transit is a second key intervention through two bus routes (RT1 and RT2) as rapid transit corridors with supporting frequent bus networks that support areas served by the routes (denoted as RT3 and RT4). These would have staging and sequencing that supports long term dedicated rights of way in 10-20 years.
- 21 The anticipated final form of the rapid transit is fully articulated bus vehicles that can carry 200+ persons per vehicle. This will be staged with localised priority lanes, bus fleet upgrades with an early emphasis on standard fleets but turn up and go frequencies. Bus priority lanes become more and more important as frequencies increase. Waikato Regional Council are proposing to upgrade the bus fleet to electric in 2024 but these will not be the high-capacity articulated version.
- 22 The partners are seeking accelerated funding for biking and micro mobility and to commence work to understand land use requirements for early purchase/corridor protection for strategic public transport corridors.

*Supporting interventions will be required*

- 23 Road space reallocation for the creation of multi-modal corridors will be a key tool to the delivery of the outcomes. Due to the dense urban network and limitations created by the gullies, rail line and river, the key corridors are all competing for space. The requirements for the next stages of the programme will need to manage the needs in greater detail. New infrastructure and corridors may also be required, and these have been considered as the final part of this network integration.
- 24 In the short to medium term, park and ride facilities would be used as an opportunity to support patronage and to grow demand for rapid transit services. This may help dispersed rural settlements to provide access to public transport and generally promote better use of the key corridors into Hamilton city for transfer to public transport. These sites could later be adapted into transit-oriented developments. It will rely on close co-ordination with parking management in Hamilton city centre and the surrounding towns to be successful.

**The project team and officials are currently seeking feedback from partner agencies ahead of the FPIC meeting**

- 25 This is the opportunity for central government agencies to provide any feedback or to raise any concerns before the preferred programme is agreed in principle by FPIC.
- 26 Feedback will be shared with the project consultants Aurecon, for consideration as they finalise the preferred programme.

*More time is needed to resolve some of the key aspects of the programme*

- 27 There may still be some refinements to the programme list of interventions and the management case including scoping the timing and cost.
- 28 A key question that will need to be resolved to finalise the PBC is how it will be funded and financed. This is a key concern of the local government partners. While it will be appropriate for some elements of future business cases, works or other implementation planning to be funded through established mechanisms (Regional Land Transport Plan, Regional Public Transport Plan and National Land Transport Programme), other elements will require other funding and financing methods.
- 29 The project team and Future Proof partners will develop this over the coming months so that a final decision can be made at the FPIC meeting in September 2022.



## **There is expected to be overall support for the PBC from Future Proof partners**

*There is generally good alignment with transport strategic direction and priorities*

- 30 As discussed at the FPIC meeting on 14 April 2022, the Ministry of Transport, Ministry of Housing and Urban Development and Kāinga Ora are comfortable with the overall strategic direction of the emerging preferred programme. It is in line with key Government transport objectives around emissions reduction. The importance of aligning with the future Emissions Reduction Plan was identified early in the project. The two key metrics around mode shift of freight and VKT (Vehicle kilometres travelled) reduction have strongly influenced the design of the preferred programme.
- 31 Officials are impressed with the early attention being given to implementation aspects (the management case), such as planning around public transport, procurement, and operations governance.
- 32 The Ministry of Housing and Urban Development and Kāinga Ora are also supportive of the principle of transit-orientation. However, a balanced approach should be taken to make sure successful delivery of outcomes for all. In particular, the challenge will be to use public transport at scale to help shape future urban form (in line with the spatial plan) but in a manner that is feasible, affordable and flexible.
- 33 Waka Kotahi is supportive of the programme and is planning to seek Waka Kotahi Board endorsement in August 2022 once the PBC is complete.

*Consideration of Te Tiriti and outcomes for Māori*

- 34 Waikato-Tainui are represented on the Transport Working Group. The project team has used Te Ture Whaimana o Te Awa o Waikato (the Vision and Strategy for the Waikato River) as the primary direction setting document for the Waikato River and its catchment.

## **Next Steps**

- 35 Provide feedback to officials on the draft preferred programme by 18 May 2022 which will be passed on to the consultant team for consideration.
- 36 Attend the FPIC on 16 June 2022 to make an in-principle decision to endorse the PBC. Minister Wood will be unable to attend the meeting and instead be represented by Bryn Gandy, Secretary for Transport.
- 37 Adopt the PBC at the FPIC meeting in September 2022.

## **ANNEX 1**

### **Emerging Preferred Programme**

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# HWMSPP Transport PBC Emerging preferred programme



Future Proof  
Te Tau Titoki



# Metro Spatial Plan

## Future Proof Transformational Moves



Iwi aspirations:  
enhancing the health  
and wellbeing of the  
Waikato River in  
accordance with Te Ture  
Whaimana, the Vision  
and Strategy, and iwi  
place-based aspirations



Putting the Waikato  
River at the heart of  
planning



A radical transport  
shift to a multi-modal  
transport network  
shaped around where  
and how communities  
will grow



A vibrant metro core  
and lively metropolitan  
centres



A strong and productive  
economic corridor at the  
heart of the metro area



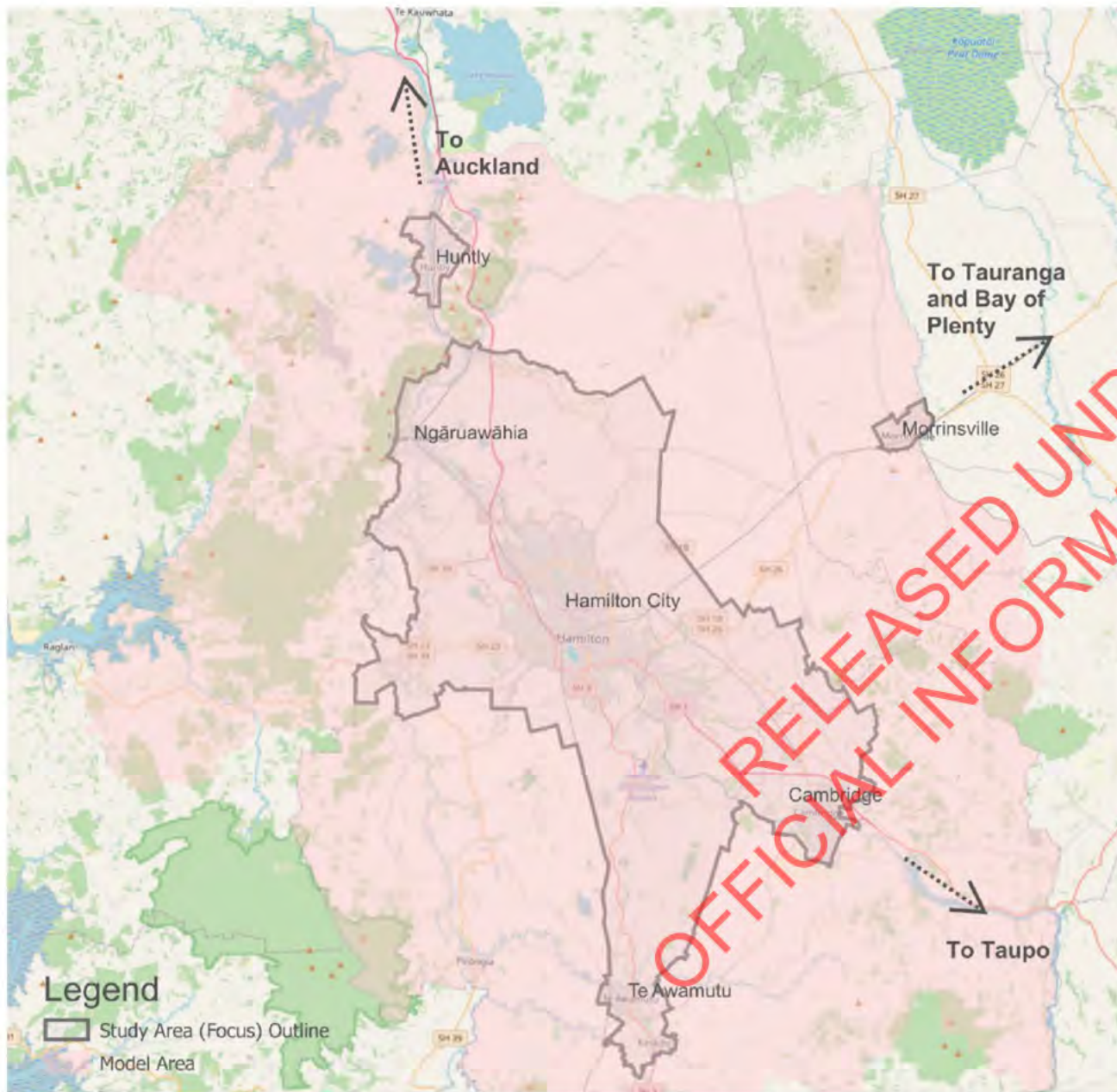
Thriving communities  
and neighbourhoods  
including quality, denser  
housing options that  
allow natural and built  
environments to co-  
exist and increase  
housing affordability  
and choice



Growing and fostering  
water-wise communities  
through a radical shift in  
urban water planning,  
ensuring urban water  
management is sensitive  
to natural hydrological  
and ecological  
processes.

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## Purpose of Transport PBC

A Transport Programme Business Case (PBC) was commissioned to determine which transit options could promote the urban form set in the Hamilton-Waikato Metro Spatial Plan and could achieve equitable access, tackle our climate challenges and embrace kaitiakitanga across the sub-region.

The purpose of the PBC is to:

- Determine if rapid transit is the right method to achieve the desired outcomes.
- Determine any triggers, broad timings and urgency of investigating rapid transit and the supporting demand management, optimisation of existing transport infrastructure and the requirements for new and improved micromobility and bus services provisions.
- Identify the corridors/alignments that should be considered and protected.
- Identify a range of transport modes that might be considered.
- Consider how long-term land use outcomes identified by Future Proof can be delivered with transport investments.



# Investment objectives

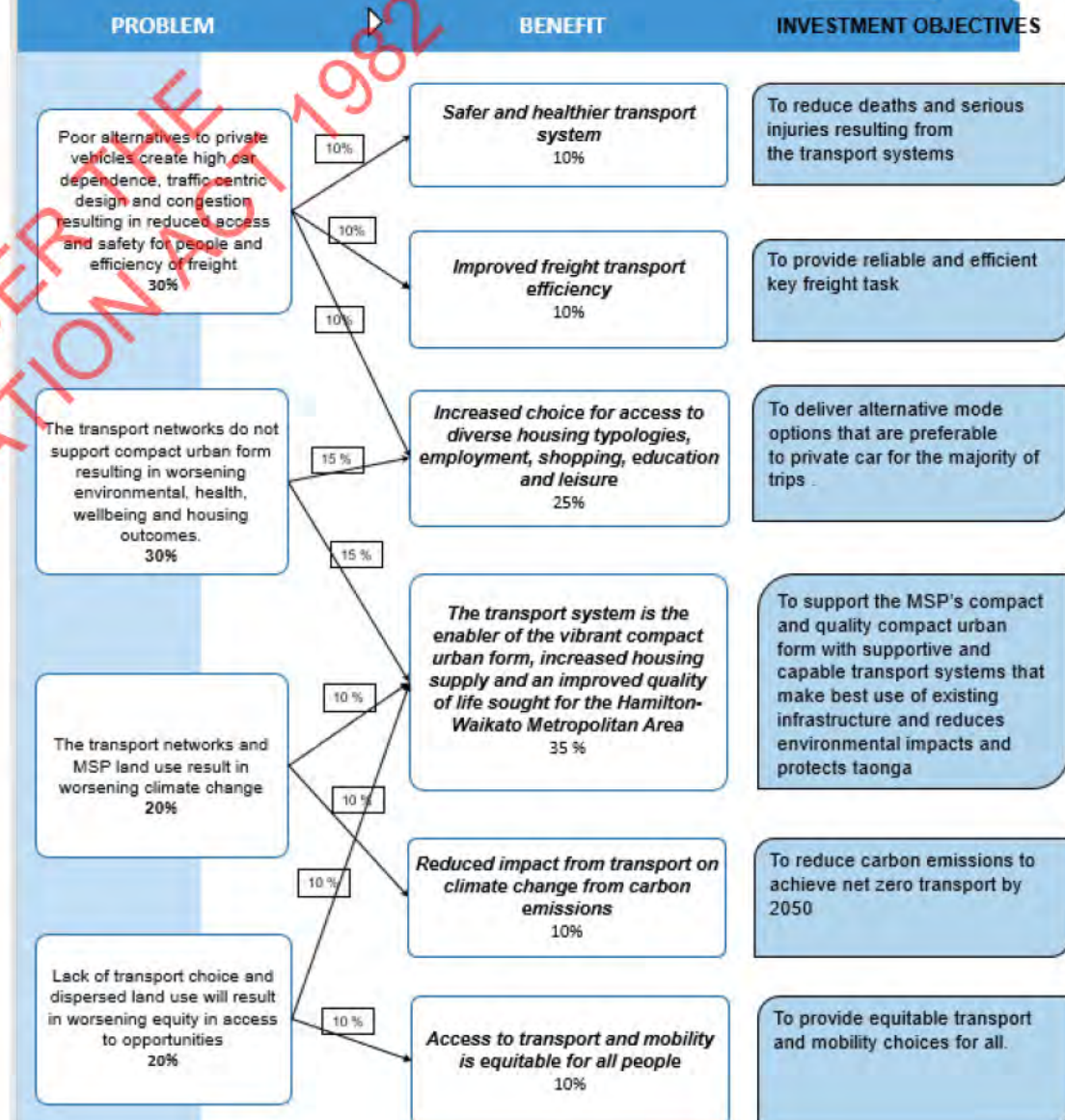
We revisited the Metro Spatial Plan objectives and benefits with you and all the Future Proof partners prior to commencing this work in May 2021.

Investment Logic Map is shown on the following slide but focused on achieving the following benefits in summary:

- Reduction in deaths and injuries
- Providing reliable and efficient freight movements
- Delivering alternative mode outcomes
- Supporting a compact urban form and utilise existing infrastructure
- Reducing carbon emissions
- Providing equitable transport options for all

HWMSP PBC – Draft Rev 2.4

INVESTMENT LOGIC MAP  
Activity

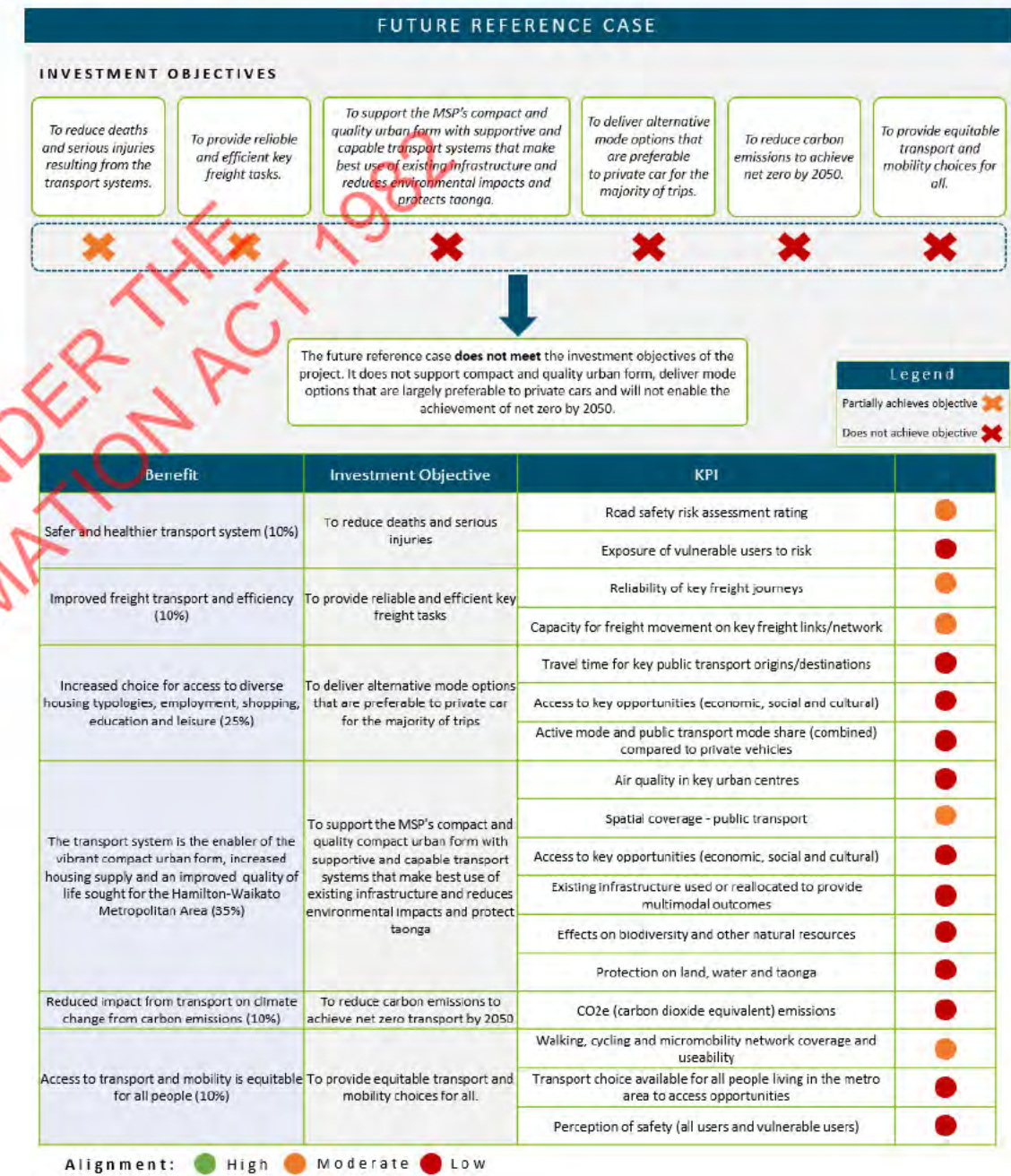




# BAU is inadequate

The outcomes sought by the Future Proof Strategy cannot be achieved by the future reference case. There are expected to be:

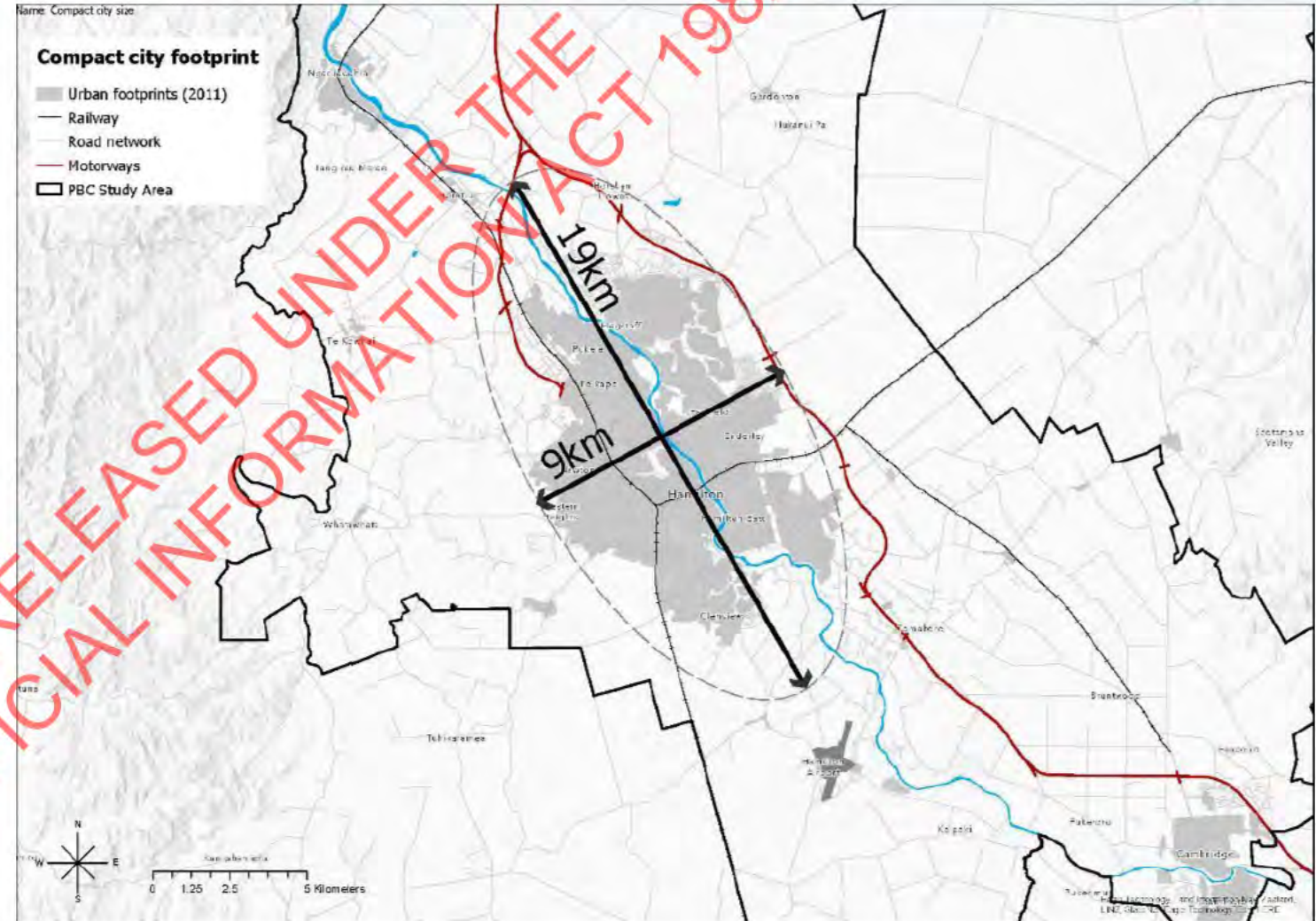
- Poor outcomes against the objectives. The accessibility issues, poor choice of alternatives and worsening climate change will remain, and the transport system will not support high quality compact urban form.
- An inability to meet strategic goals as well as climate change commitments through a lack of significant mode shift
- Poor ability to effectively manage access and transport choice for people living in the metropolitan area to access social and economic opportunities
- Growth and development will not be adequately supported by transport systems that promote compact urban form outcomes and benefits





# Opportunity for Hamilton

- The geographical extents of the city of Hamilton are 18km at it's length and 9km at it's width – inclusive of the future development areas in the north, south and east.
- Hamilton is already a reasonable example of a compact city– with trip lengths in Hamilton (2021), noted that over 40% of trips are under 5km and nearly 7.5% of trips are under 1km.
- Attributes that lend itself to responding to the climate change challenge – reduction in VKT and emissions
- Clear links to the FPS strategy that promotes thriving communities to be healthier and wealthier and provide for access for everyone





# Transport PBC Process Overview

- We test a variety of land use scenarios alongside a variety of transport scenarios.
- We test as wide a range as possible of realistic options.
- Assess how well each option meets the objectives of the project (as part of a multi criteria analysis).



- Where we look a wide range of options and set broad criteria to assess each option by.

- Where we look in greater detail at the options that have merit. We look at the same criteria but in greater depth

- This is the final stage where we look at the best combination of options, why we choose it and how best to sequence work to achieve it.

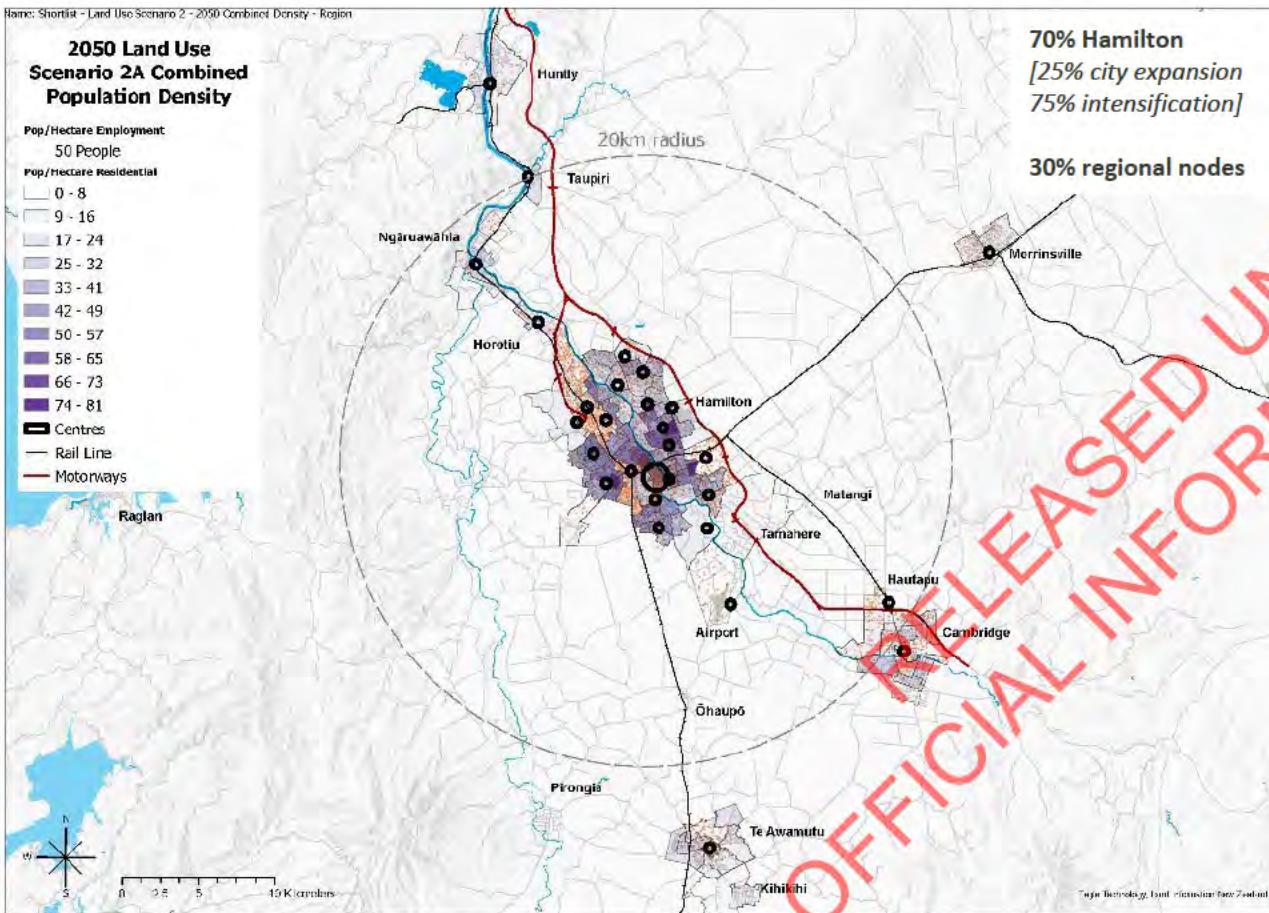
# Land use scenarios

The land use scenarios tested at the short list assessment included the following (a range from low density to higher density futures)

- LUS0 – The future reference case used as a basis for assessment and essentially is the business as usual (keep sprawling)
- LUS 1 – The current land pipeline & intensification scenario aiming for greater density whilst spending heavily on greenfield sites
- LUS 2 – The Future Proof Strategy scenario of 10% shift to brownfield with the balance maintained as greenfield growth cells
- LUS 2A – The preferred land use (cityshaping intensification) which includes a further 10% intensification for brownfield areas and articulates the need for density changes to committed greenfields



# Preferred land use scenario 2A



- **Preferred Land Use** – LUS 2A creates greater compact urban form and supports the requirements to incentivise best use of land through intensification; for both the climate change response which is urgently required as well as maximising demand for the public transport. All of which are key objectives of the HWMSP PBC.
- Development across areas representing a broad range of income levels that enables potential for development across a range of price points, and in all communities.
- The land use supports existing greenfield areas that can adopt key principles for their future density requirements.
- The principles for the greenfield areas will propose alignment to future RTN corridors and consider greater levels of density to support access by alternate modes.
- Early investment in micromobility and public transport will reinforce and support the commercial viability of higher levels of intensification
- Further we would note that the opening of additional growth cells, beyond those committed, in the next 10-20 years will negate the ability to achieve the outcomes of the programme.

For testing all scenarios assume a target population of 550,000. However, the available land area may envisage a population of **550,000 to 2,500,000**



# Emerging Transport programme

- Micromobility
- Bus and BRT
- TDM and Optimisation
- Other supporting elements
- Staging and Sequencing
- Institutional and governance arrangements

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# Active modes and micromobility



**Micromobility (inc. Walking & Cycling) - This is one of the biggest opportunities for Hamilton.**

- The creation of a 'City of 20 minute neighbourhoods' that is developed quickly from early 2024 and continues to grow and be improved alongside public transport to create the highest level of accessibility possible for all.
- We will need better walking and cycling connectivity across the Waikato river through reallocation of space on bridges or additional walking and cycling crossings.
- Creation of an integrated network that allows for the 'first & last mile' connections for public transport as well as transfers and interchange.
- Key opportunities will be in the east-west corridors that link to the suburbs such as Hamilton East, Claudelands, Nawton, Dinsdale and Frankton, as these areas are within 3-4 km's of the city centre



# Integrated transport network

- More focus on active modes (AM) network development integrated with RTN roll out
- Greater potential for rolling out a comprehensive, connected AM network
- RTN network requires traffic circulation plans/low traffic neighbourhoods on arterials, which can in turn be used to efficiently and significantly expand and improve the AM network
- Improving provision for AM-only trips through street corridor changes coupled with RTN development, as well as facilitating multi-modal journeys
- More LU intensification (Scenarios 1 vs 2 and 2A) means greater uptake of AM due integrated network development, reinforced by increased residential and employment density and land use mixing
- Less focus on multi-modal trips to satellite towns and inter-regional trips

## Legend

-  Rapid transit network (road based)
-  Key clusters (BMM SSBC)
-  Cross city connections (BMM SSBC)
-  Community links (BMM SSBC)
-  Te Awa River Ride (recreational route with limited access from street network)
-  Dense city centre network
-  Cycle paths to satellite towns





# Key moves for future public transport

- Road space reallocation to create multi-modal corridors
- New bus services, bus priority and bus lanes
- Route protection for land purchase earlier to enable mode choice
- Development of the BRT corridors
- Network integration of BRT and frequent bus routes
- Linking to key existing rail stations that could facilitate access to the Te Huia and the future H2A connection
- Stageability and sequencing staging concepts for the progression of change - add to mode choice and mode succession





# Mode decision to align with urban form

- Mode decision - Technically preferred emerging around the mode patronage, speed and Level of Service (LOS) to be bus and Bus Rapid Transit (BRT) – based upon the required staging and sequencing of the programme delivery.
- Confirming that, relative to the land use scenarios, the LRT and heavy rail options are considered as prohibitively expensive and as the modes cater for capacity way in excess of the demand.
- Heavy rail only supports polycentric land use – or non-compact urban form.
- Both LRT and heavy rail could not support the required frequency (10 minutes or below).
- Mode succession (to either LRT or heavy rail) at a network stage could be provided for as a long term option if there were dramatic demand increases in 50+ years.



# Bus Rapid Transit

- Bus and BRT options operating on existing road corridors (utilising road space reallocation and new infrastructure) enables the ***greatest opportunities for scalability and stageability.***
- Network design to deliver accessibility and transport network density while providing the best frequency of services which will be able to compete with or 'simulate' car based journeys - ***Frequency is king – while capacity is the death of frequency.***

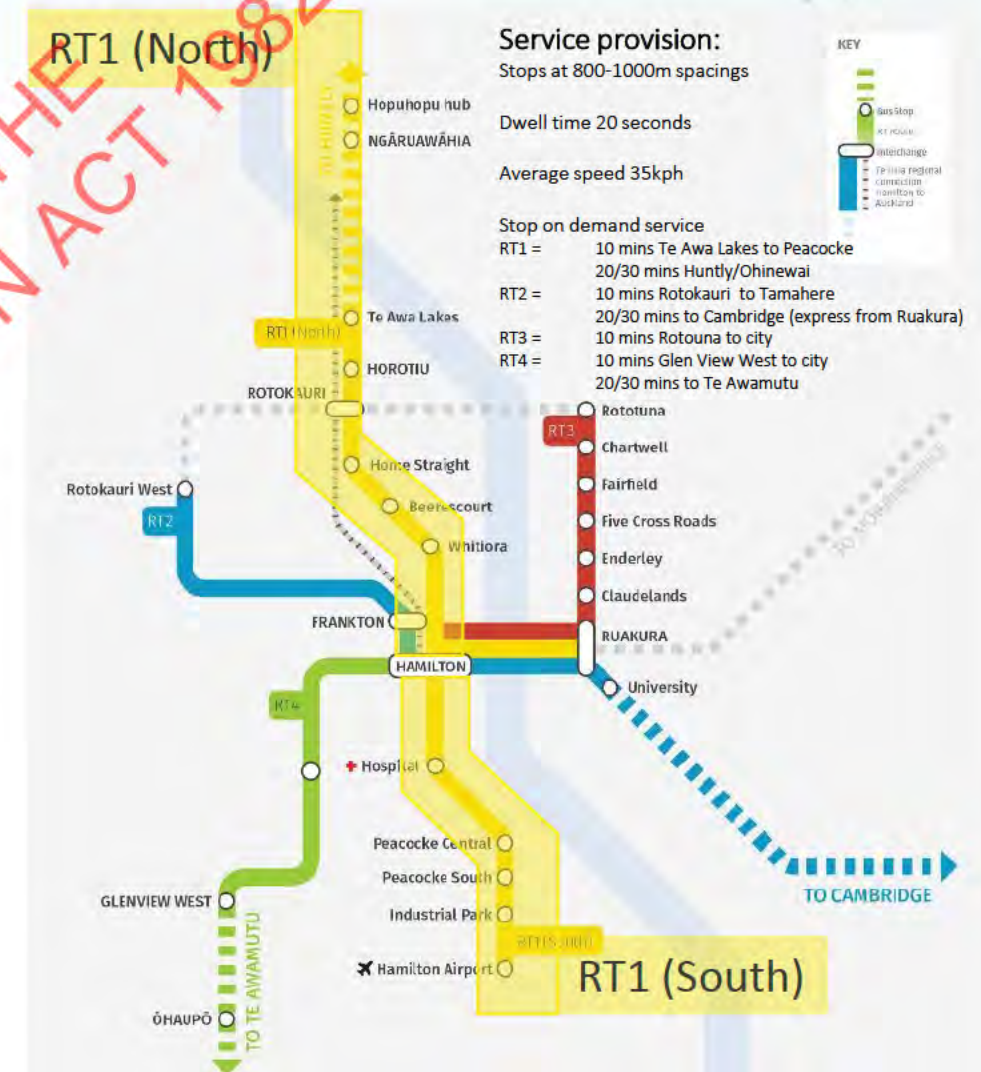
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# BRT preferred routes

- Preferred routes evolve over time from bus services in shared lanes to bus lanes and bus priority at intersections and further development to full separated bus rapid transit.
- Essential elements is RT1 north route – facilitating intensification along the existing corridor and provide for the expansion and intensification of the greenfield areas (e.g. Rotokauri). There is an opportunity for immediate evolution of the corridor on Te Rapa Road.
- Next priorities will be the RT1 south and Ruakura (including university) connections.
- Prioritisation of modes on the bridges within Hamilton (e.g. Claudelands and Cobham Drive / Waiwere Drive) will be necessary
- Long term protection for interchanges and depot requirements in the east and south is essential.
- Complement BRT with a network of frequent bus routes that link key suburbs to BRT





## FREIGHT DEMAND (2020)



# Other Programme Elements

- Demand Management and Optimisation initiatives starting introduced early in programme (eg traffic signal network optimisation, parking interventions, T2/T3 HOV lanes, freight lanes, bus lanes)
- Rural access initiatives such as partnering with DHB's and MOE for opportunities for future public transport services and demand responsive (incl. ride share) transport
- Park and Rides to access BRT network – premised on the fact that the 'travel demand management' and the parking costs in the city and towns would be amended to 'push' demand to public transport / create mode shift
- Freight efficiency interventions (eg service lanes on arterials, land use planning, freight lanes)
- Considering new delivery structures (eg delivery alliances, delegations, collaboration models)

# Demand Management/Optimisation

- It is noted that **demand management and optimisation of the existing network will be included** in the proposed programme development and will be included as the earliest stages of the suite of investment for the future.
- Key opportunities of travel demand management include:
  - Increased parking costs or minimum parking requirements removed
  - Key arterial route parking provision and changes to accommodate road space reallocation
  - Greater competition for spaces
  - Greater working from home
  - Increased walking/cycling, due to improved facilities
  - Greater proportions of education related trips by walking/cycling/public transport
  - Increased car occupancy
  - Road pricing – longer-term
  - Reduced PT fares – subsidies and equity alignment for travel personas
  - Greater freight by rail
- Key opportunities of optimisation include:
  - Enhanced traffic signal network optimisation
  - Improved public transport services and frequencies
  - Signal pre-emption for public transport vehicles
  - Headway management for public transport vehicles
  - Reallocation of road space and priority for high occupancy/high value vehicles - T2/T3 HOV lanes, freight lanes, bus lanes



# Regional and Rural Access Programme

- Consider partnering with **DHB's** and MOE for opportunities for future public transport services and demand responsive (incl. ride share) transport.
- Partnerships and service response (e.g. Waikato Community Transport Forum) – not infrastructure
- Links to rural cycleways that may provide opportunities to improve health and access
- Enabler for equity to create opportunities for a rural access programme
  - Identify ways to connect a vibrant metropolitan city centre to distinctive, thriving towns and rural communities.
  - Identify initiatives to ensure rural communities have easy access to basic services for their wellbeing
  - Identify ways to improve connection for rural communities including connection to papakaainga and marae.

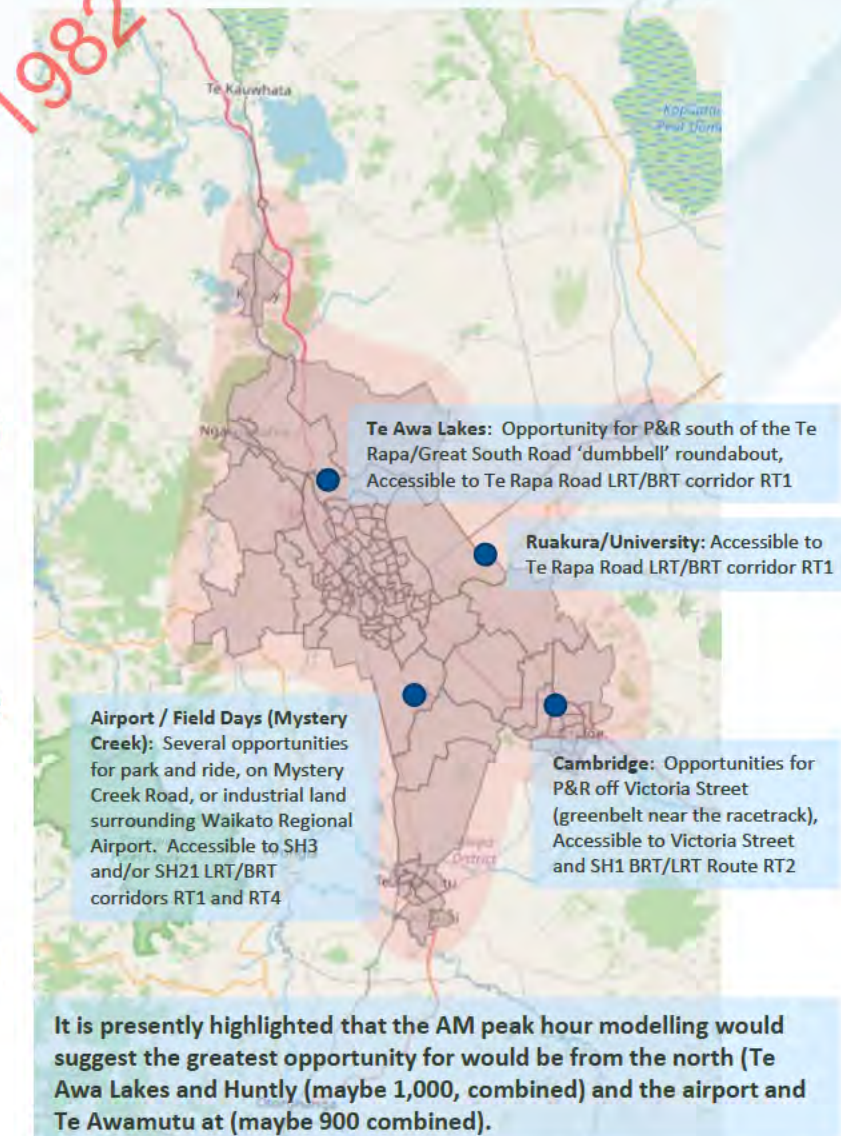


# Park and Ride

- In the short to medium term P&R would be used as an opportunity for patronage and demand growth. This may help dispersed rural settlements to provide access to public transport and generally promote better use of the key corridors into Hamilton for transfer to public transport. In the long term these sites could be adapted to be Transit Oriented Developments (TODs).

The key strategic reasons for introducing Park and Ride (intercept parking) for the proposed rapid transit proposals may include :

- induce demand in the periphery of the city for shift to rapid transit;
- reduce congestion along key corridors leading into Hamilton city centre and connected towns;
- reduce environmental externalities along roads leading to and within the city.
- raising opportunities for mode choice and increasing PT revenues as well as feasibly offering rural access / equity offset by creating 'zero' cost parking and reduced PT fare from P&R location
- **premised on the fact that the 'travel demand management' and the parking costs in the city and towns would be amended to 'push' demand to public transport / create mode shift**

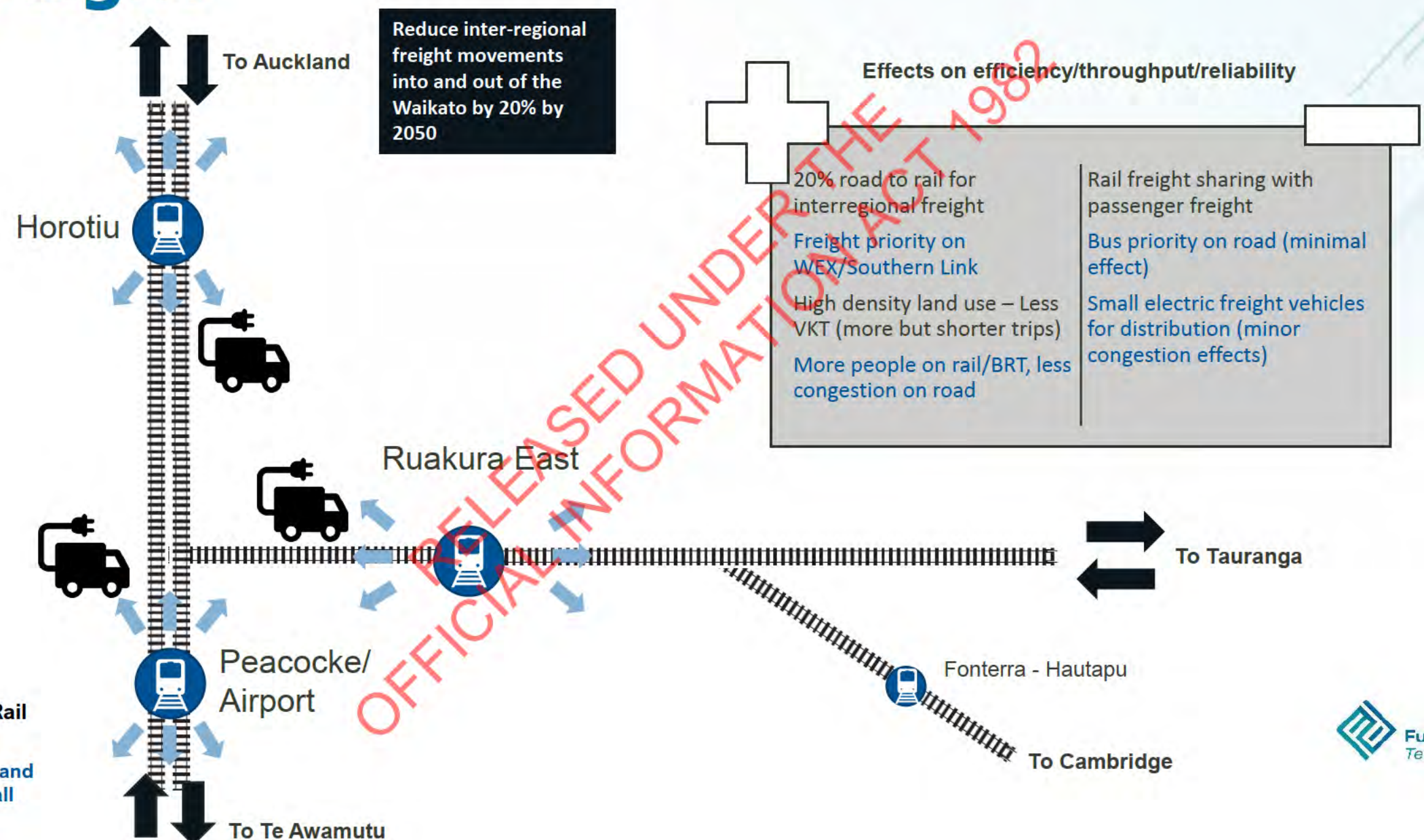




# Freight

- Short – medium term bus/freight lanes and associated employment land use areas.
- Links to long term change to rail for freight and freight hubs
- Link to mode shift for people and opening of the capacity in the general traffic lane
- Consideration of charging mechanism for use of the freight lanes as an additional source of funding for the implementation of the bus and freight lanes
- Further consideration of the distribution effect of the WEX should part of the future SSBC stage, as the WEX will likely only be open in late 2022
- On the main arterials, specifically Te Rapa Road, land use changes should consider the creation of service lanes that limit access to the key arterials and provide for the greatest level of service on the arterial by managing access at the main intersections.

# Freight

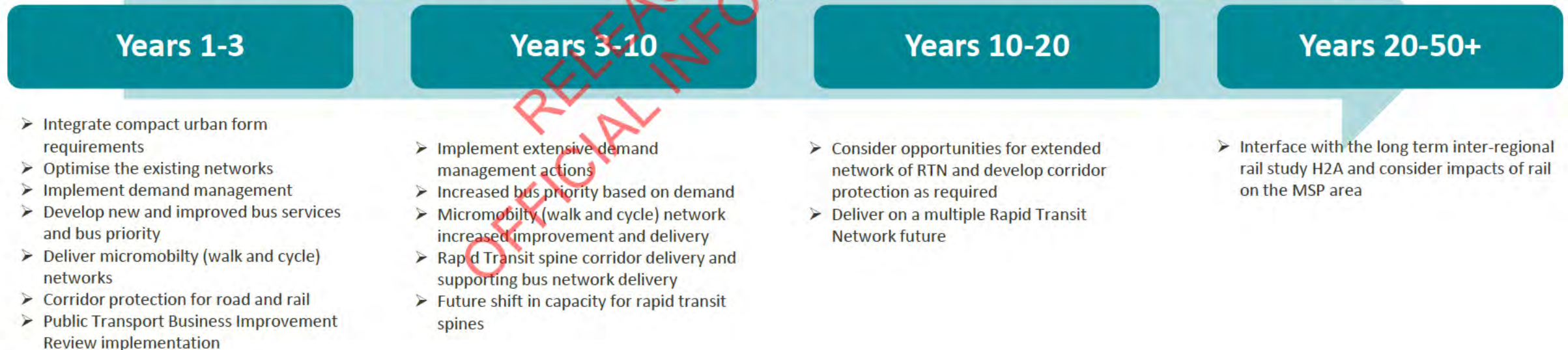




# Staging and sequencing

## Outline sequence:

- Significant investment in walk and cycle programme
- Extensive demand management actions & optimisation of the network
- Route protection for and implementation of rapid transit corridors
- Implementation of rapid transit services and infrastructure
- Further network development to for further rapid transit, bus services and walking, cycling and micromobility



# Land designation and protection

- Multimodal requirements
- Route and facility protection – consideration needs to be given to the ability to designate now and commit to the early land purchase through the NLTF or other funding.
- Key areas for route protection include:
  - Priority of the routes to be considered for the next stages of development
  - Road space reallocation and road corridor protection (where needed) for the creation of multi-modal corridors within designation (set back distances to be defined for reasonable outcomes)
  - Linked to the management case for the delivery of a single entity that will manage public transport services and infrastructure will be required to enable strategic acquisition of land
  - Long term route protection for all rail corridors which may be required for connection to the H2A fast rail
  - Park & ride areas to be considered for short - medium term demand driven changes to patronage – linked to future ,TOD opportunities long term
  - New bridge crossing for the Waikato and rail corridors (incl. resource consents)
  - Stations terminals and depots identification and protection at SSBC
  - Walking and cycling corridors and associated cycle parking as required



25 May 2022

OC220281

**Hon Minister Wood****Minister of Transport**

## **THE MINISTRY OF TRANSPORT'S FUTURE MODELLING CAPABILITY- PROJECT MONTY**

### **Purpose**

To provide you with an overview of the Ministry's future modelling capability, project Monty. No action is required, officials will discuss project Monty with you at the meeting scheduled for 1600hrs 2<sup>nd</sup> June.

### **Key points**

- The Ministry is developing a *Systems Shift* approach to help the transport system navigate through the complex and multiple challenges facing the sector. This approach will provide guidance on what we need to focus on, over the next decade, to ensure we are on track to deliver objectives like decarbonisation, are using transport levers together, and are connecting with other systems.
- Tools like Monty, and our work on the Generational Investment Approach are key foundations for taking this evidence based, long term perspective. Monty is a step-change in our analytical toolbox, the Agent Based approach to transport modelling is fast becoming best practice across the globe to understand how transport affects people, their behaviours and journeys.
- Monty is a simulation tool supported by elements of machine learning. It simulates the choices that people make in undertaking their daily transport activities, e.g. travel to work, school, shopping etc. These choices are largely economically driven in terms of the cost and time spent using a particular mode of transport.
- Monty compares a base case scenario to a counterfactual scenario where a policy or infrastructure intervention has been made, e.g. road pricing or a light-rail system. Analysis of the differences in key metrics such as Vehicle Kilometres Travelled, emissions or mode-share can be made, alongside more societally related analysis using for example personas, can then highlight the impact on transport outcomes such as emissions.
- Monty provides the ability to also think about future scenarios encompassing the impact of changes in land-use, population, and infrastructure to test interventions and provide enhanced optionality in planning for the future of transport.

- Illustrative examples of analysis, drawn from our development work and a road pricing case study, along with a more fulsome explanation of the Monty methodology are provided in the attached presentation pack.

*D. Daniel Jenkins*

Dan Jenkins  
**Manager, Analytics and Modelling**  
 25 / 05 / 2022

Hon Michael Wood  
**Minister for Transport**  
 ..... / ..... / .....

**Minister's office to complete:**

☐ Approved

☐ Declined

☐ Seen by Minister

☐ Not seen by Minister

☐ Overtaken by events

**Comments**

**Contacts**

Name	Telephone	First contact
Dan Jenkins, Manager, Analytics and Modelling	s 9(2)(a)	✓
Jade Mackay, Principal, Analytics and Modelling	s 9(2)(a)	



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## EVENT BRIEFING

# NEW ZEALAND SEARCH AND RESCUE

Rapu Whakarauora Aotearoa

Document 3

9 May 2022

OC220371

**Hon Michael Wood**  
**Minister of Transport**

## 2021 New Zealand Search and Rescue (NZSAR) Awards

The 2021 NZSAR Awards recognise the significant contributions made by individuals and agencies to search and rescue in New Zealand during the 2021 calendar year. You have previously hosted the NZSAR Awards at Parliament, most recently in May 2021.

The 2021 NZSAR Awards are being hosted by Her Excellency Dame Cindy Kiro, Governor-General of New Zealand, at Government House. You are warmly invited to attend the event and deliver a short speech. There will also be opportunities to mix and mingle with recipients and other guests occur before and after the official parts of the evening.

<b>Time and date</b>	<b>5.30pm – 7.15pm, Tuesday 17 May 2022</b>	
<b>Venue</b>	<b>Government House, Wellington</b>	
<b>Attendees</b>	Approximately 120 people from across the search and rescue sector including the Award recipients and their guests.	
<b>Officials attending</b>	<b>NZSAR Council Members including:</b> Peter Mersi, Darryn Webb (NZDF), Kerry Gregory (FENZ), Michael Bassett-Foss (Independent), Tusha Penny (Police), Keith Manch (CAA), Kirstie Hewlett (MNZ), Bronwyn Turley (MoT) plus a variety of supporting officials.	
<b>Run sheet</b>	<ul style="list-style-type: none"> <li>• 5.30pm Minister arrives</li> <li>• 5.30pm Joins Official Party to greet Their Excellencies</li> <li>• 5.40pm Her Excellency delivers her speech</li> <li>• 5.55pm Minister delivers his speech</li> <li>• 6.05pm Award presentations</li> <li>• 6.30pm Photo opportunity</li> <li>• Opportunity to mingle with guests</li> <li>• 7.15pm Minister departs</li> </ul>	
<b>Media</b>	Media will not be onsite, however coverage of the recipients is anticipated. The event is also being live-streamed on the NZSAR YouTube channel.	
<b>Speaking notes</b>	Speaking notes and the Awards booklet are attached.	

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**Contacts**

Name	Telephone	First contact
Tania Seward, NZSAR Senior Advisor Communications and Prevention	9(2)(a)	✓
Duncan Ferner, NZSAR Secretariat Director	9(2)(a)	

**New Zealand Search and Rescue Awards****Purpose**

1. You are attending the 2021 New Zealand Search and Rescue Awards from 5:30pm-7:15pm on Tuesday 17 May. You have agreed to deliver a 4-6 minute speech.
2. You are scheduled to speak at 5:55pm and have been asked to cover the following topics:
  - a) Thank individuals and agencies for their involvement in the search and rescue sector and congratulate the recipients of the awards.
  - b) Government search and rescue funding.
3. Suggested speaking notes are included in Annex 1: Speaking Notes

**Event details**

4. On Tuesday 17 May, 2022, the NZSAR Awards are being presented at Government House, Wellington.
5. The purpose of the event is to recognise those involved with search and rescue in New Zealand, and to celebrate the success and efforts of volunteers and paid personnel in the search and rescue sector.
6. Around 120 people are expected to attend the award ceremony. The audience will include NZSAR Council members, award recipients, their friends and family, and other leaders from the search and rescue sector. The event is also being live-streamed on YouTube.
7. Peter Mersi, Chair of the NZSAR Council, will be introducing you.

**Event run sheet**

8. The run sheet for the event is outlined below:
  - 5.15pm Guests arrive
  - 5.30pm Minister arrives
  - 5.30pm Joins Official Party to greet Their Excellencies
  - 5.40pm Her Excellency delivers her speech
  - 5.55pm Minister delivers his speech
  - 6.05pm Award presentations
  - 6.30pm Photo opportunity  
Opportunity to mingle with guests
  - 7.15pm Minister departs
  - 7.30pm Event concludes



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### About NZSAR

9. The NZSAR Council, along with the NZSAR Consultative Committee and NZSAR Secretariat, was established by Cabinet in 2003.
10. The NZSAR Council provides strategic leadership, coordination and governance to the sector, and strategic Search and Rescue policy advice to the Government.
11. The Council consists of the chief executives (or senior officials) from the Ministry of Transport, Maritime NZ, Civil Aviation Authority, NZ Police, the Department of Conservation, the New Zealand Defence Force, Fire and Emergency NZ, and an independent member.

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## Annex 1: Speaking Notes

### New Zealand Search and Rescue Awards

You will be speaking at 5.55pm for 4-6 minutes.

Suggested talking points for the speech:

- Warmly welcome all attendees including those watching on the live stream.
- Acknowledge the Chair of the New Zealand Search and Rescue Council, Peter Mersi, members of the New Zealand Search and Rescue Council, Commissioner of Police Andrew Coster, and Chief of the Defence Force Major General John Boswell.
- Acknowledge that New Zealand's search and rescue region spans 30 million square kilometres – as far north as Tokelau, south to Antarctica, and halfway to Chile and Australia.
- Acknowledge that New Zealand is well served by a dedicated, committed, and courageous search and rescue sector. Ninety percent of the 11,500-strong search and rescue sector are volunteers.
- Share that last year the sector responded to nearly 3,000 incidents. 134 lives were saved as a direct result of the sector's actions.
- Acknowledge that no-one in the search and rescue sector operates alone. Teamwork is an essential element of every search and rescue operation – from those who fundraise for equipment, to those in the field searching, to those who run the debrief sessions and write up the incident reports.
- Acknowledge the sacrifices made by the families and communities of the Award recipients – for example missed birthday parties, school assemblies, overtime worked, and holiday plans changed at the last minute.
- Share a brief history of Government funding: Nearly two years ago, Government support of the search and rescue sector was boosted to \$48 million over three years. This has enabled a step change in the readiness of SAR people and the level of training available.
- Acknowledge the additional funding for frontline water safety: A further \$45 million was invested in frontline water safety over the same three-year period. This has assisted Coastguard and Surf Life Saving with their ongoing operating costs, meaning staff and volunteers can focus their attention on providing life-saving frontline services.
- Thank the SAR sector for the time and energy they dedicate to finding people in distress.
- Congratulate the recipients again.

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New Zealand Search and Rescue Council

# NEW ZEALAND SEARCH AND RESCUE

Rapu Whakarauora Aotearoa



## 2021 Awards



## INTRODUCTION



Kia ora koutou

The opportunity to explore our forests, mountains, skies and seas is one of the great gifts to be enjoyed by New Zealanders and visitors to our nation.

When we venture into nature, we do so with the intent of returning home. However, the most well-prepared individuals can encounter difficulties and the environment can throw up unpredictable challenges.

It is hugely reassuring to know that when people get lost or injured, or find themselves in life-threatening situations, New Zealand search and rescue personnel will do their best to locate them and return them to safety.

The complexity of search and rescue operations is indicated by the range of agencies represented in this year's NZ Search and Rescue awards.

My sincere congratulations to all those who are receiving awards. Thank you for what you have done to prevent injury and save lives. New Zealanders are deeply grateful for your expertise, commitment and bravery.

The Rt Hon Dame Cindy Kiro, DNZM, QSO  
Governor-General of New Zealand





A footprint on a high alpine ridge, a discarded chocolate bar wrapper, or a chilly-bin floating in the sea: each clue tells a story about how a fun day out can quickly turn into a scary and life-threatening situation. But it's in those situations that New Zealand's search and rescue sector shines.

There are over 11,000 people involved in search and rescue in New Zealand. Around 91 percent of them are volunteers, who along with those in paid roles, have devoted years to honing their skills and developing their knowledge. These are the people who can be called away from family dinners, birthday parties and workplaces at a moment's notice. Together, they provide an exemplary service to the lost, missing and injured.

Some of this year's Award recipients are being recognised for their specialist skills such as operating a helicopter winch, managing searches, or providing life-saving medical care. Others are receiving awards for their tenacity and determination in treacherous terrain. Some are being honoured for their work bringing people together, upskilling volunteers or securing vital funding. Each of their efforts are equally important and contribute to a cohesive, high-functioning search and rescue system.

It is a privilege to serve as Chair for a sector that does their best, every day of the year, to reunite people with their loved ones.

Peter Mersi

Chair

New Zealand Search and Rescue Council

## OPERATIONAL ACTIVITY



# Gold Award

The NZSAR Gold Award for Operational Activity is awarded for a very significant contribution to search and rescue in the New Zealand Search and Rescue Region during 2021.

**West Coast Police SAR Squad**

**Christchurch Police SAR Squad**

**South Westland LandSAR**

**Hokitika LandSAR**

**Methven LandSAR**

**Aoraki/Mount Cook Alpine Rescue Team**

**The Helicopter Line – Mount Cook**

**Precision Helicopters**

**GCH Aviation Rescue Helicopter**

**For the rescue of a tramper near Mungo Pass on  
23-27 February 2021.**

On 23 February 2021, Police were informed that a tramper crossing the Main Divide had missed a planned pickup.





The tramper was not carrying a personal locator beacon, but Police search and rescue staff assessed that he was experienced, fit and well-prepared for his intended route, so held off commencing a search.

When he still had not emerged on 26 February, an initial search of his planned route was conducted via helicopter, with nothing found. A full-scale multi-agency search was launched on 27 February. Due to the scale of the terrain, two simultaneous search operations were carried out by local helicopter operators and search teams on either side of the Main Divide.

LandSAR search teams deployed by helicopter were tasked to search huts and routes that the tramper may have taken. Other LandSAR teams, deployed in 4WD vehicles, were tasked to cover the braided valleys within the Canterbury search area.

The very steep upper reaches of the Gibson Valley, near Mungo Pass, required specialist alpine capabilities. The Helicopter Line – Mount Cook and the Department of Conservation Aoraki/Mount Cook Alpine Rescue Team were deployed for this task.

With deteriorating weather and limited helicopter fuel remaining, they spotted the tramper and recovered him to Unknown Hut using a long-line setup. The tramper was treated at the hut for significant injuries and hypothermia – the result of a 100-metre fall six days earlier.

The tramper was taken to hospital and is continuing to recover from his injuries.

## SUPPORT ACTIVITY



# Gold Award

The NZSAR Gold Award for Support Activity is awarded for a very significant contribution to search and rescue in the New Zealand Search and Rescue Region.

**Alan Doy**

*Taranaki LandSAR*

For his service and commitment to search and rescue and Taranaki LandSAR.





During more than 30 years' service to Taranaki LandSAR, Alan Doy has performed a range of operational and support duties to an exceptionally high level.

From his first search in 1989, his natural aptitude meant he quickly became a field team leader. His experience grew over many operations and exercises and his contribution eventually shifted to Incident Management Team roles.

Alan's background as a surveyor complemented his search and rescue experience. With a near-photographic memory of the Taranaki backcountry, he was able to provide key local knowledge, enabling efficient deployment of search and rescue resources.

Likewise, his professional skills in Geospatial Information Systems (GIS) facilitated the recording and presentation of complex data during searches and when developing readiness plans.

His expertise is also recognised beyond the Taranaki region. Alan has been invited on several occasions to provide GIS support for other complicated operations, such as the 2006 Ereeg Helicopter search. He was also asked to provide expert advice for the high-profile 2021 search for a father and his three children who disappeared near Marokopa in the Waitomo district.

Alan has made a significant contribution to the governance of Taranaki LandSAR, with 17 years on the committee and four years as Chairperson.

Alan is highly respected within the Taranaki SAR community, as a humble yet exceptionally valuable member of any operation, exercise, or training activity.

## OPERATIONAL ACTIVITY



# Certificate of Achievement

The NZSAR Certificates of Achievement for Operational Activity are awarded for an important contribution to search and rescue in the New Zealand Search and Rescue Region during 2021.

**Christchurch Alpine Cliff Rescue Team**

**GCH Aviation Greymouth Rescue Helicopter**

**Christchurch Police SAR Squad**

**Rescue Coordination Centre New Zealand**

**For the rescue of two climbers from Kaimatau / Mount Rolleston on 22-23 October 2021.**

Around 8.45pm on 22 October 2021, two cold and exhausted climbers phoned their emergency contact for rescue from the summit. At the same time, they activated their personal locator beacon, which alerted the Rescue Coordination Centre New Zealand.

The Greymouth Rescue Helicopter was tasked, however the intermittent cloud cover meant that even with the aid of night vision goggles, they were unable to reach the stricken climbers, or drop equipment to them.





The Christchurch Alpine Cliff Rescue (ACR) Team was tasked at 1.30am, arriving in Arthur's Pass before dawn, with the Christchurch Police SAR Squad. They took off in the Greymouth Rescue Helicopter around 6.30am and began a reconnaissance of the conditions on the mountain.

Unable to access the climbers due to cloud, rain and strong winds, the helicopter crew performed an extremely challenging 20-metre winch to deploy the rescue team to the nearby Crow Glacier.

In dangerous climbing conditions and considerable avalanche hazard, the ACR Team carefully ascended the 2275m summit, where they found the climbers soaking wet and hypothermic after a night in an improvised snow shelter.

The ACR Team lowered the climbers to the glacier in a whiteout, before a small break in the weather allowed the helicopter to extract the climbers by winch.

Faced with a forecast of five more days of stormy weather, and the likelihood that the helicopter would be unable to retrieve them, the team prepared to begin the hazardous journey to traverse the summit and egress via the Rome Ridge.

Fortunately, another small break in the weather allowed the helicopter to make a challenging hover load, aided by the ACR Team creating a visual reference using leftover coffee grounds.

The climbers and rescuers were flown to Arthur's Pass for debriefing.

# Certificate of Achievement

## Karekare Surf Life Saving Club

For the rescue of an adult and two children from Karekare Beach on 21 November 2021.

On 21 November 2021, an off-duty lifeguard spotted an adult and two children swimming in the mouth of a notorious rip. The beach was unpatrolled, and although they did not currently appear in distress, she realised the seriousness of the situation. She immediately called for backup and then entered the water to assist.





With three rescue tubes, she swam through the surf, first providing one tube to a 16-year-old boy. Quickly she prioritised the adult, who was in serious trouble, floating face down and unconscious.

Meanwhile, an inflatable rescue boat deployed through challenging surf conditions to assist. As a team, they extracted the adult and returned to shore. The initial rescuer then attended to the 14-year-old boy until the rescue boat could return.

On the beach, members of the Karekare Surf Life Saving Club worked in perfect unison to coordinate the rescue and response: simultaneously providing CPR to the adult, reassuring distressed members of the public, establishing two helicopter landing zones and coordinating the additional responding and supporting agencies (Auckland Rescue Helicopter Trust, St John, Police, and Fire and Emergency New Zealand).

CPR was continued for 26 minutes until the rescue helicopter arrived and paramedics took over patient care.

Nine days later, the adult swimmer was discharged from hospital and was expected to recover fully.

# Certificate of Achievement

**Senior Constable Mark Lendrum**

**For the rescue of four adults near Kaiaua  
on 6 February 2021.**

At 5:50pm on 6 February 2021, Police received a call from the occupants of a sinking boat near Kaiaua, in the Firth of Thames. The occupants reported that they did not have lifejackets.





The Police Air Support Unit (Eagle) helicopter was deployed, with Senior Constable Mark Lendrum as a crew member. Drawing on his considerable search and rescue experience, Mark prepared the helicopter and equipment to conduct a 'hover-exit' response.

At the scene, Mark spotted some flotsam, and subsequently the four people in the water, all of whom were hanging onto a single seat cushion. Two people were struggling to remain afloat, and Mark quickly assessed the seriousness of the situation. He chose to take the Eagle's four water-rescue devices with him as he hover-exited the helicopter. Mark then fitted and activated the devices, first to the people who needed them most. Realising additional floatation was required, he gave away his own survival floatation vest.

The Auckland Rescue Helicopter Trust then arrived on scene to winch the people from the water. Mark ensured they were lifted in order of medical priority, then volunteered to remain in the water so the patients could be quickly transported to hospital.

Mark remained in the water until he was retrieved by the Coastguard vessel *Lion Foundation Rescue* and then returned to base, where he continued the remainder of his shift.

# Certificate of Achievement

**Whangārei Police SAR Squad**

**Northland LandSAR**

**Far North LandSAR**

**Whangārei Coastguard**

**Ruakākā Surf Life Saving Club**

**Skywork Helicopters**

**Whangārei Fire Brigade**

**For the rescue of a person from Mount Parihaka  
on 8-11 July 2021.**

On 8 July 2021, Police were notified that a man with dementia had left his home in Whangārei sometime the previous evening and had not returned.





Weather conditions were poor, with widespread rain and cold temperatures. Over the next four days, more than 120 people from LandSAR, Coastguard, Surf Life Saving, Police and members of the public searched for the missing man, with support from Skywork Helicopters and the Whangārei Fire Brigade.

The incident management team provided outstanding coordination and tasking of the many search teams. Each was able to bring a wealth of experience and specialist skills to the operation, which was conducted in coastal, urban, and bush environments.

On the fourth day of the search, following clues from CCTV footage of the area, teams were re-deployed to search the bush, creeks and tracks surrounding the Parihaka monument. The terrain in the area is extremely difficult, with numerous waterfalls, steep bush, windfalls and slips.

The man was located by a search team in a creek bed, having sustained significant injuries from a fall, and was hypothermic from exposure to the elements. He went into cardiac arrest shortly after being found. Despite the search team members conducting CPR for an extended period of time until further assistance arrived, the man sadly died at the scene.

Through a coordinated effort, all involved contributed to the return of the man to his family.