

**EVENT BRIEFING**

6 October 2022

OC220871

Hon Michael Wood
Minister of Transport

SPEECH TO THE BUS AND COACH ASSOCIATION CONFERENCE**Snapshot**

You have agreed to attend the second day of the Bus and Coach Association Conference. This includes attending the launch of the Zemtec fully electric bus and an opening speech to Conference delegates. Following your 15-20 minute speech there will be a 10-15 minute Q&A session.

Time and date	8.15am – 9.30am, 11 October 2022	
Venue	Bay Trust Forum, Energy Events Centre, Rotorua.	
Attendees	Ben McFadgen – Chief Executive, Bus and Coach Association 150 – 160 delegates are expected to attend the two-day conference, including overseas attendees.	
Officials attending	Delaney Myers, Manager Public Transport, Waka Kotahi Olivia Kitson, Senior Adviser, Mobility and Safety, Te Manatū Waka.	
Run sheet	8.30am	Launch of Zemtec Bus
	9.00am	Your speech to the Conference
	A full run-sheet for the Conference is provided at Annex 3.	
Media	Media will be present for the Zemtec bus launch and may be present for your speech.	
Speaking notes	Speaking notes for the Zemtec bus launch are provided at Annex 1	
	Speaking points for your speech are provided at Annex 2.	

Contacts

Name	Telephone	First contact
Olivia Kitson, Senior Adviser, Mobility and Safety	s 9(2)(a)	✓
Helen White, Manager, Mobility and Safety	s 9(2)(a)	

SPEECH TO THE BUS AND COACH ASSOCIATION CONFERENCE

You have been invited to the launch of an electric bus and to speak to the Conference

- 1 The Bus and Coach Association (BCA) Conference is being held in Rotorua on Monday 10 and Tuesday 11 October 2022. This is the BCA's first conference in over two years. We understand there will be 150-160 delegates attending, including attendees from overseas. You are attending the start of the conference's second day.

You are attending the ribbon-cutting ceremony for the Zemtec electric bus

- 2 You have been invited to attend the ribbon-cutting ceremony for the Zemtec 'E-city' fully electric bus from 8.15am. The E-city is the first New Zealand-designed and 100 percent fully electric bus. Key features include:
 - 2.1 solar panels on the roof to generate additional power while in use
 - 2.2 25 percent lighter weight than existing electric bus designs, enabling greater range and lower maintenance costs.
- 3 The Energy Efficiency and Conservation Authority (EECA) provided funding of \$302,000 through the Low Emission Transport Fund to support development and trials of the bus.
- 4 You have been asked to speak at this ceremony. We have provided talking points for the Zemtec bus launch at Annex 1.

You are providing a speech to the conference after the ribbon-cutting ceremony

- 5 You are scheduled to speak at 9am about your vision for a sustainable, low-emissions transport system. We understand BCA members are interested in your vision for a decarbonised public transport and tour bus sector, and how members can support decarbonisation efforts.
- 6 We provide talking points for your conference speech at Annex 2, which cover:
 - 6.1 The importance of decarbonising the transport system. This includes reference to the Emissions Reduction Plan and the findings of the Health and Air Pollution in New Zealand study (HAPINZ).
 - 6.2 The role of public transport in meeting the Government's goals for a low-emission transport system.
 - 6.3 An overview of Crown investment to support the public transport sector to meet these goals and to address current challenges facing the sector.

Transport officials are presenting on the first day of the conference

- 7 Te Manatū Waka and Waka Kotahi officials will be attending the conference and are presenting on the first day. We have been asked to present on the future of public transport. We are planning to discuss:
- 7.1 the Government's priorities for public transport, such as reducing emissions and other harmful impacts from the transport system, and the need for the sector to grow to meet those priorities
 - 7.2 how these priorities are reflected in the Sustainable Public Transport Framework (SPTF)
 - 7.3 Waka Kotahi's work to implement the SPTF, through operational policy
 - 7.4 a brief outline of public transport investment from the Climate Emergency Response Fund.
- 8 We will provide your office with a copy of our presentation before the conference.

Bus driver shortages and the SPTF reforms should be of particular interest for attendees

- 9 You last met with the then President, Sheryll Otway, and Chief Executive, Ben McFadgen, of the BCA in June 2022. The purpose of that meeting was to discuss the challenges currently faced by the sector with bus driver shortages.
- 10 Since that meeting, work has progressed on improvements to bus driver terms and conditions. On 3 October 2022, Cabinet approved the release of Budget 2022 funding to improve driver wages and conditions. Officials will work with the Bus Driver Conditions Steering Group to confirm the written agreement for the nationwide standard terms and conditions. We will work with your office to confirm details.
- 11 Ben McFadgen is scheduled to present on bus driver recruitment following your speech. It is likely that attendees will ask you about the bus driver shortage, including funding from the Climate Emergency Response Fund (CERF) to improve bus driver terms and conditions. We have provided a proposed response to questions about this in Annex 2.
- 12 You have also recently announced the creation of SPTF, to replace the Public Transport Operating Model. Supporting the ability for public transport authorities to provide public transport services in-house will be of particular interest to attendees. We have provided a proposed response to questions about in-house provision in Annex 2.

s 9(2)(ba)(i)

Biography



Ben McFadgen

Chief Executive Officer, BCA

Ben has been Chief Executive since May 2021. He has previously worked at Metlink on projects to improve investment decision-making capability and performance monitoring. He has also worked at Waka Kotahi on the Electric Vehicle Programme and Strategy Implementation Programme.

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Annex 1: Speaking points for Zemtec ribbon-cutting

- Tēnā koutou katoa and good morning.
- Thank you for inviting me here today. I am pleased to be here for the launch of the Zemtech 'E-city' electric bus.
- Decarbonising the bus fleet is increasingly important as more people are encouraged to use different modes of travel – including public transport. Cleaner buses will not only reduce emissions – they will improve congestion, air pollution and noise, create better places to live in, and support public health and wellbeing.
- This Government is investing \$137 million over 12 years across a variety of programmes to support bus decarbonisation initiatives. Through the Energy Efficiency and Conservation Authority's Low Emission Transport Fund, funding is available to support the demonstration and adoption of low emission transport technology, innovation, and infrastructure to accelerate the decarbonisation of New Zealand's transport sector.
- The Zemtech E-city electric bus is one recipient of this Low Emission Transport Fund. This is the first New Zealand designed and 100 percent electric bus. The E-city bus makes use of solar panels on the roof to generate additional power while in use, reducing the impact and cost of charging electric buses.
- The E-city is also lighter than other electric buses, which should enable it to travel further on a full charge and enable more passengers to be carried. The reduced weight of this bus means it is able to be driven on a Class 2 licence.
- As we approach the requirement for only zero-emissions public transport buses to be purchased from 2025 and our longer-term goal of a decarbonised public transport bus fleet by 2035, it is important that we have a bus fleet that is safe, sustainable, inclusive, and accessible.
- I look forward to seeing the results of the trial. The E-city bus is one example where Government and industry are working together to deliver change at the pace required to achieve the necessary reduction in transport emissions.

Annex 2: Speaking points for speech to the BCA Conference

15-20 minute speech + 10-15 minutes Q&As.

To cover: your vision for a sustainable, low-emissions transport system, the role of public transport in achieving that vision, what Government is doing to support this.

Welcome

- Tēnā koutou katoa and good morning.
- Thank you for the invitation to talk to you here today, about the Government's vision for a sustainable, low-emissions transport system.
- Today I'll be talking about our vision, how public transport can help make that vision a reality, and what we are doing to support public transport and decarbonisation efforts.
- I would also like to take this opportunity to acknowledge the work you have done to ensure public transport has continued during the COVID-19 pandemic.
- The pandemic changed the way we went about our business overnight, whether it was getting to work, school, or connecting with friends and family. I really appreciated how the public transport industry worked to keep services going as we navigated our way through the pandemic over the last few years, especially bus drivers on the front line.

Reducing emissions from the transport sector

- Transport is one of New Zealand's largest sources of greenhouse gas emissions. It is responsible for approximately 17 percent of our gross domestic emissions and 39 percent of our total CO₂ emissions.
- Decarbonising the transport system rapidly will require big changes to the way we travel and move freight.
- The benefits of decarbonisation include less dependence on fossil fuels and a more sustainable, inclusive, safe, and accessible transport system that better supports economic activity and community life.
- We all have a part to play. We need innovation, investment, behaviour change, and to reinvent how we build our cities, and manage our supply chains and working patterns.
- We need to act now – we can't wait and hope this issue fixes itself with technology improvements alone.

HAPINZ 3.0

- Not that we needed any further motivation, but a recent study released in New Zealand painted a stark picture about the health impacts that air pollution causes.

- The Health and Air Pollution in New Zealand study shows that each year, transport related air pollution results in:
 - the premature deaths of more than 2,200 adult New Zealanders
 - more than 9,200 hospital admissions for respiratory and cardiac illnesses, and
 - over 13,200 cases of childhood asthma.
- Our transport choices are having a direct, daily impact on the health of the people we care about - our friends, our families, ourselves.
- The findings reinforce the importance of acting now.

Emissions reduction plan

- In May, we released the first all-of-government emissions reduction plan, known as the ERP.
- This is an opportunity to develop a sustainable, low-carbon transport system that supports emission reductions, while improving safety, health, and inclusive access to transport. We will need to work with transport agencies, local government, iwi/Māori and communities across Aotearoa to achieve this. This includes working with you as public transport bus operators.
- The ERP sets four transport targets that will support our vision and align with achieving a 41 percent reduction in transport emissions by 2035 from 2019 levels. The targets are:
 - reducing total kilometres travelled by the light fleet by 20 percent by 2035
 - increasing zero emissions vehicles to 30 percent of the light fleet by 2035
 - reducing emissions from freight transport by 35 percent by 2035
 - reducing the emissions intensity of transport fuel by 10 percent by 2035.
- To reduce transport emissions, we need to take action across three focus areas:
 - reducing reliance on cars, and supporting people to walk, cycle and use public transport
 - rapidly adopting low-emissions vehicles
 - beginning work now to decarbonise heavy transport and freight.
- The transport chapter of the ERP sets out actions for the transport system that will contribute to the first three emission budget periods.
- One of those actions is improving the reach, frequency, and quality of public transport, and making it more affordable for low-income New Zealanders. As bus operators, you all have an important role to play in helping us achieve this action.

Public Transport

- Effective public transport contributes to all our environmental, social, and economic goals. It is a 'lifeline' that connects people to work, school, recreation and to their friends and family.
- Public transport has a significant role in helping us reach our target to reduce transport emissions by 41 percent by 2035.

- To do this, public transport needs to be a credible, reliable and sustainable alternative to using cars, so more people can more easily make the shift.
- The Government has addressed affordability of public transport through half price fares until 31 January 2023, and Community Connect from 1 February 2023, a permanent 50 percent concession for Community Services Card holders.
- However, the cost of public transport fares is only one factor that influences people's choice about how to travel. The quality of public transport services, such as speed, network coverage frequency and reliability, is more important than affordability alone.
- We have seen persistent and worsening bus driver shortages resulting in reduced and unreliable services in parts of the country. We need a sustainable workforce, where bus driving is seen as an attractive job. This is critical to support the growth needed in the public transport sector, particularly if we want New Zealanders to see public transport as a reliable alternative to car travel.
- One way the Government is addressing these challenges is through the Sustainable Public Transport Framework. The Framework will establish new objectives for public transport, prioritising transport mode-shift, fair and equitable treatment of employees, and improved environment and health outcomes.
- A modern and sustainable public transport system should give local authorities the flexibility to plan and design a solution that works for their community, in their own unique circumstances. The new framework will provide this flexibility by allowing local authorities to own assets and run services if they choose to.

Investment in public transport

- The Government is also investing in our public transport system, recognising its role in achieving our emissions targets. Through the latest National Land Transport Fund and Budget 22, we are investing over \$3.3 billion for public transport services and improvements, infrastructure, bus decarbonisation initiatives, bus driver wages and conditions, and half price fares.
- We have increased investment in public transport services and infrastructure over the past 20 years, but particularly in the 2018 and 2021 Government Policy Statements on land transport (GPS).
- Through the signals we've sent in GPS 2021, spending over the current National Land Transport Programme's (NLTP) three-year period is likely to be around 80 percent higher than the previous NLTP, which was also 62 percent higher than the three years before that.
- We've also made recent decisions through Budget 2022, to commit additional funding to support public transport. This includes:
 - \$47 million to cover a portion of the public transport revenue shortfall experienced by Waka Kotahi and public transport authorities from reduced patronage over the past year.

- \$61 million over four years to improve retention and recruitment of bus drivers through more attractive terms and conditions. This will be given effect to by working towards nationally consistent term and conditions being developed by the sector.
- \$137 million over 12 years to support investment in bus decarbonisation initiatives, to reduce greenhouse gases and harmful emissions from the bus fleet. This investment will support the Government's requirement for only zero-emission buses to be purchased by 2025, and the goal of decarbonisation of the public transport bus fleet.
- Decarbonisation initiatives that would be eligible for Government funding include deployment of zero-emission buses and investment in associated infrastructure. Hundreds of electric buses are already in service and on order, meaning we're making progress on this sooner than expected.
- We are continuing to support efforts to meet the challenges of decarbonisation through other Government funds. As you've seen today with the Zemtec bus, we are supporting EECA, to fund the development and trialling of new zero-emission technologies like the Zemtec bus, as well as the development of infrastructure to support these technologies.

Reshaping Streets and Transport Choices

- We also need to ensure people can easily and safely walk, cycle and take public transport.
- In early August, we started consultation on a package of proposals that will see streets transformed from unsafe and inaccessible corridors for some transport modes, to vibrant places for all.
- This package isn't about banning people from dropping off their kids to schools. It's about making it safer, quicker, and more attractive for people to walk, ride and take public transport in our towns and cities across the country.
- Through our Transport Choices package in Budget 22, we are helping to improve transport options by funding the rapid roll-out of at least 100 kilometres of safe urban cycleways to build more connected networks at pace; create significant safety improvements in around 25 pedestrian areas, and support safer, greener, and healthier travel to 75-100 schools.
- The package is also funding bus priority improvements in over 40 locations alongside improvements to shelter, access, and customer information at up to 500 stops and stations.
- Reshaping Streets builds on this investment and gets the balance right between ensuring we can move people and goods effectively, while making our streets safe for all users.

Final thoughts

- There is no one silver bullet and we have a lot to do. But everything we're doing will add up to big steps forward for Aotearoa, including rapid EV uptake, shifting demand to public and active transport, and reducing the need for people to travel.
- We know we can't do this alone. It's going to take all of us in the public transport sector, the wider transport system and the community to get there.
- Tēnā koutou, tēnā koutou, tēnā koutou katoa
- Thank you.

ENDS

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Questions and Answers

When will the SPTF come into force? When will people see tangible changes to their public transport?

The SPTF legislative and operational reforms will be progressed over the course of 2023. Following the reforms, the SPTF will be implemented through future service planning and delivery.

The Government has also committed funding to realise some priority outcomes sooner, including to make public transport more affordable, improve bus driver wages and conditions, and to decarbonise the bus fleet.

Why are you allowing in-house provision of public transport?

Through the SPTF, the Government aims to provide public transport authorities with the flexibility to ensure services are provided in a way that works best for their communities.

In some places, this may involve in-house provision; in others it may involve continuing the contracting model.

How do you see the tour bus sector decarbonising?

The Government recognises the challenges facing the tour bus sector, and the heavy vehicle sectors generally, with decarbonisation.

That is why the Government is investing in initiatives to support new technologies and infrastructure, particularly through EECA's Low Emissions Transport Fund.

How do you see a decarbonised public transport system working regionally?

We want to see public transport authorities providing services that best meet the needs of their local communities.

We are already starting to see new approaches to how public transport is provided, with increasing interest in on-demand services, for example. I understand recent trials in Timaru have been highly influential in this regard, and I intend to enable more innovation through the SPTF.

What is happening with funding for bus driver wages?

Government has allocated \$61 million over four years to improve bus driver terms and conditions. I understand BCA was involved in developing a Bus Industry Standard Agreement, and I acknowledge your work in this area.

I have made clear my expectation that all parties need to agree the terms and conditions before the Government funding is made available.

I understand officials are working with the sector to make sure there is agreement and I expect to sign off on those terms and conditions very soon.

How do you see the SPTF providing a sustainable labour market?

I have asked Waka Kotahi to develop operational policy to achieve the following outcomes:

- bus drivers have the opportunity to maintain employment if there is a change of operator
- the substantive terms and conditions of bus drivers are not negatively impacted by a change of operator
- the terms and conditions of the bus driver workforce are improved to increase recruitment and retention.

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Annex 3: Bus and Coach Association 2022 Conference Programme

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**BUS & COACH
ASSOCIATION
NEW ZEALAND**



ANNUAL CONFERENCE 2022

9 – 11 October
Rotorua Energy Events Centre

Thank you to our sponsors



Programme

Sunday 9th October	Event	Location
4.30pm	Annual General Meeting	Skellerup Room
6.00pm – 7.30pm	JW Group Welcome Function amongst the trade	Unison Arena
Monday 10th October	Event	Location
7.45am	Registration, Trade Expo and FOTON Coffee Cart open	Unison Arena
8.30am – 9.00am	Introduction and official welcome	Bay Trust Forum
9.00am – 9.30am	BCA President Industry Overview	Bay Trust Forum
9.30am – 10.15am	Celebrity Speaker - David Downs	Bay Trust Forum
10.15am – 11.00am	Distinctive Systems Morning Tea amongst the trade	Unison Arena
11.00am – 11.30am	Transitioning to an Electric Fleet - The Tranzit Group Repowering Project Tranzit Group – James Howard	Bay Trust Forum
11.30am – 12.00pm	The future of public transport in New Zealand Ministry of Transport – Olivia Kitson Waka Kotahi NZ Transport - Agency Delaney Myers	Bay Trust Forum
12.00pm – 12.30pm	Workplace health safety and wellbeing in the post-covid world, progress on the Road to Zero strategy and developments in the Harm Reduction Action Plan space Worksafe – James Law	Bay Trust Forum
12.30pm – 12.45pm	ACC presentation – Sue McMaster	Bay Trust Forum
12.45pm – 1.45pm	Lunch, exhibition time and IVECO Bus Auction	Unison Arena/ Foyer
1.45pm – 2.15pm	What's changing in the MoE transport space? Ministry of Education – Bernadette Scannell and Jonathon Gear	Bay Trust Forum
2.15pm – 2.45pm	Tourism panel discussion Tourism New Zealand – Paul Yeo Tourism Industry Aotearoa – Rebecca Ingram Tourism Export Council – Lynda Keene	Bay Trust Forum
2.45pm – 3.15pm	Zenobe's entry into the NZ market – Gareth Ridge	Bay Trust Forum
3.15pm – 3.30pm	Case Study – Fatigue in Urban Bus Driving Success Formula - Kelly McLuckie AutoSense - Charles Dawson	Bay Trust Forum
3.30pm – 4.30pm	Work been done with OEMs (securing technology, driving down prices with volume), Government and operators across New Zealand Hiringa - Dion Cowley	Bay Trust Forum
4.30pm – 4.40pm	Wrap up of day one	Unison Arena
4.40pm – 5.40pm	Thermo King South Island Happy Hour amongst the trade	Unison Arena
7.00pm – 11.30pm	Alexander Dennis Conference Dinner	Bay Trust Forum

Programme

Tuesday 11th October	Event	Location
7.30am	Registration, Trade Expo and FOTON Coffee Cart opens	
8.25am	Welcome and housekeeping	Bay Trust Forum
8.30am – 8.55am	Launch of the Zemtec Bus with Hon. Michael Wood	Bay Trust Forum
9.00am – 9.30am	Minister of Transport – Hon. Michael Wood	Bay Trust Forum
9.30am – 9.55am	Bus Driver Recruitment Bus and Coach Association – Ben McFadgen	Bay Trust Forum
9.55am – 10.25am	EECA's view on decarbonising public transport, climate change targets and the role we need to play EECA – Andrew Caseley	Bay Trust Forum
10.25am – 11.00am	Rothbury Insurance Brokers Morning Tea amongst the trade	Unison Arena
11.00am – 11.45am	Fair Pay Agreements, Staff Contracts, and all things legal Ford Sumner Lawyers – Jaesen Sumner and Sarah Churstain	Bay Trust Forum
11.45am – 12.30pm	Bouncing back from Covid through optimising operations and improving customer experience Mobli - Mieszko Iwaskow	Bay Trust Forum
12.30pm – 1.15pm	Auckland's accelerated transition to a carbon-free public transport network Auckland Transport – Darek Koper and Catherine Jones	Bay Trust Forum
1.15pm – 2.15pm	Brokerweb Risk Services and NZI Lunch amongst the trade	Unison Arena
2.15pm – 3.00pm	Developing a hydrogen bus for New Zealand. The advantages and issues with hydrogen, and the challenges of designing a bus for the New Zealand market Global Bus Ventures – Mike Parker	Bay Trust Forum
3.00pm – 3.25pm	Lithium Ion Technology and Freudenberg's Way to the Future of E-Mobility Xalt Energy - Nicolaus Lemmert	Bay Trust Forum
3.25pm	Conference wind up, closing remarks from the BCA	Bay Trust Forum
3.45pm	Conference ends and finale drinks	Millennium Hotel

Partners Programme

We are also running a one-day Partners Programme (both social functions included) on Monday 10 October where you will be Ziplining over waterfalls and through stunning native forests, followed by a lunch and then to finish you will be treated to a nice relaxing soak in a one of Rotorua's hidden gems.



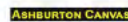
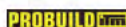
BCA BUS AUCTION

The BCA will be auctioning off a new IVECO TB70, 31 seat school bus at our conference on Monday 10th October at 1pm. With suppliers coming together to donate time or materials to put this vehicle together, funds raised from the sale will go to BCA industry research and advocacy work. The auction will be carried out by a registered auctioneer. The sale of the bus will go to the highest bidder where they meet or exceed the reserve.

If you wish to register to bid on this amazing bus, please email kerry.wyatt@busandcoach.co.nz



The new IVECO TB70 minibus represents a giant leap forward in safety, efficiency and comfort. In fact, you could say it's the next generation of school bus. Developed in conjunction with New Zealand bodybuilder, GBV, the minibus' strong yet lightweight design lets it to carry up to 46 primary / intermediate children or 31 secondary students / adults on a 7200kg GVW. Manufactured on the Daily 70C cab chassis, the new minibus features the power and efficiency of a market-leading driveline including 155kW (210hp) 470Nm engine and 8-speed full automatic transmission. The TB70 minibus is also at the forefront of safety with four airbags, front and rear ABS disc brakes and IVECO's suite of advanced 'ESP9' electronic stability technologies. On the road, driver and passengers will enjoy the extra comfort of front independent torsion bar and rear electronically-controlled air suspension, while savvy operators will love the TB70 minibus' low fuel consumption and long service intervals of up to 50,000 kilometres, for lower total cost of ownership.





BRIEFING

26 October 2022

OC220807

Hon Michael Wood
Minister of Transport

Action required by:
Monday, 31 October 2022

UPDATED - PROACTIVE RELEASE OF SOCIAL LEASING SEED FUNDING CABINET PAPER

Purpose

Provides an updated briefing to emphasise that without the public release of these documents, Waka Kotahi's ability to engage actively to deliver the design of the trial will be restricted.

Seeks your approval to proactively release the Cabinet Paper, Minute, and briefing on *Seed funding to support work to establish Social Leasing Scheme trial* on Te Manatū Waka Ministry of Transport's (the Ministry) website.

Number of papers Three

Deadline 17 October 2022

Risks

This release includes the significant proportion of the initiative funding requested by Waka Kotahi New Zealand Transport Agency (Waka Kotahi) to establish the trial. Waka Kotahi has been directed to seek synergies where possible in the development of the trial.

The 30-day window to proactively release these documents has expired. We will publish the documents as quickly as possible once they are returned.

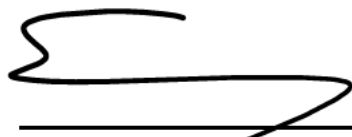
If these documents are not publicly released in a timely manner, Waka Kotahi will not be able to begin meaningful work designing the trial. This may result in the delivery of the design and the start of the trial being delayed.

Recommendations

We recommend you:

- 1 **agree** the Ministry publish three documents with redactions as marked on the Ministry's website Yes / No
- 2 **note** that to meet the timelines required by the Cabinet Office circular 18(4), the documents should have been published by 14 October 2022.

- 3 **note** that the above date has now passed
- 4 **note** that Waka Kotahi has been consulted on the release of these documents and is comfortable with the Ministry's approach
- 5 **note** that Waka Kotahi requires active release of these documents so that it can begin to meaningfully design the trial.



Ewan Delany
Manager, Environment, Emissions, and Adaptation

26/10/2022

Hon Michael Wood
Minister of Transport

..... / /

Minister's office to complete:

- | | |
|----------------------------------------------|-----------------------------------------------|
| <input type="checkbox"/> Approved | <input type="checkbox"/> Declined |
| <input type="checkbox"/> Seen by Minister | <input type="checkbox"/> Not seen by Minister |
| <input type="checkbox"/> Overtaken by events | |

Comments

Contacts

Name	Telephone	First contact
Ewan Delany, Manager, Environment, Emissions, and Adaptation	s 9(2)(a)	
Sydney Van Nortwick, Graduate Advisor, Environment, Emissions, and Adaptation		✓

UPDATED - PROACTIVE RELEASE OF SOCIAL LEASING SEED FUNDING CABINET PAPER

Background

- 1 On 1 September 2022, Cabinet Environment, Energy, and Climate Committee (ENV) made decisions on the paper titled *Seed funding to support work to establish a Social Leasing Scheme trial*.
- 2 Cabinet Office circular CO 18(4) states that all Cabinet and Cabinet Committee papers and minutes should be proactively released and published online within 30 business days of final decisions being taken by Cabinet. This is the case, “unless there is good reason not to publish”.
- 3 Due to competing priorities, we have not been able to deliver these to your office with enough time to have them returned and published within the timeframe required by CO 18(4), which would be 14 October 2022.
- 4 We propose to publish the following documents on the Ministry of Transport Te Manatū Waka’s (the Ministry) website on 19 October 2022:
 - Cabinet Paper: Seed Funding to support work to establish a Social Leasing Scheme trial
 - Minute: ENV-22-0036 Seed Funding to Establish a Social Leasing Scheme Trial
 - Briefing: Seed Funding for ERP Social Leasing Scheme
- 5 Once agreed, it takes 2 days to publish proactive releases on the Ministry’s website.

We propose that some information is withheld

- 6 The Ministry has reviewed these documents and proposes some content is withheld consistent with the grounds contained in the Official Information Act 1982 (the Act).
- 7 Note that whilst agencies withhold information in proactive releases consistent with the Act, Section 48, which protects Ministers and agencies from civil or criminal liability where information is released under the Act, does not apply to information that is proactively released.
- 8 We recommend that information is withheld under the following sections of the Act:

9(2)(a)	to protect the privacy of natural persons
9(2)(f)(iv)	to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials
- 9 We have considered the public interest test in relation to the grounds for withholding information under section 9 and are satisfied that the grounds for withholding any information outweigh the public interest in disclosing this information.

Consultations undertaken

- 10 Waka Kotahi New Zealand Transport Agency (Waka Kotahi) was consulted on the release of these documents and is comfortable with the proposed redactions.

Risks and mitigations

- 11 This proactive release includes the full amount of funding requested by Waka Kotahi to design the trial.
- 12 Officials deem this risk to be minor, as the use of this funding is outlined in the Cabinet paper, and use of the contingency fund is reliant on written notice to The Ministry. Waka Kotahi has also been directed to seek economies where possible in the design of the trial.
- 13 The date recommended by CO 18(4) to release the documents is 14 October 2022. We will publish the documents as quickly as possible and do not consider this delay to be a large risk.

Next steps

- 14 On your approval of the release of the documents, they will be published on the Ministry's website.

Waka Kotahi has recently advised a need to share the Cabinet paper with potential trial partners

- 15 Waka Kotahi has recently expressed concern around its ability to deliver the design of the trial without the ability to discuss and refer to the public release of these documents.
- 16 It needs to share the content of these documents to meaningfully engage with communities, industry, and other stakeholders, who are essential to the success of this trial.
- 17 Details on the design of the trial needs to be delivered to ENV in February 2023, with the first trial being initiated by April 2023 (OC220488 refers). This provides limited time for Waka Kotahi to engage with potential trial partners and agree the relevant design detail to meet the Cabinet deadline and initiate the trial. Active release of these documents will help in the engagement process Waka Kotahi must undertake on designing the trial.

Annexes

The following documents are attached to this briefing:

- Annex 1 OC220488 Seed Funding to support work to establish a Social Leasing Scheme trial – Cabinet Paper
- Annex 2 ENV-22-MIN-0036 – Social Leasing Seed Funding
- Annex 3 OC220488 Seed Funding for ERP Social Leasing Scheme – Briefing

The three Annexes are refused under Section 18(d).

Document schedule

#	Document title	Details
1	OC220488 Seed Funding to support work to establish a Social Leasing Scheme trial – Cabinet Paper	Some information withheld under section 9(2)(f)(iv) (active consideration) of the Act, as it relates to decisions on the proposed locations of the trial.
2	ENV-22-MIN-0036 Social Leasing Seed Funding	Release in full.
3	OC220488 Seed Funding for ERP Social Leasing Scheme – Briefing	Some information withheld under sections 9(2)(a) (privacy of natural persons) and 9(2)(f)(iv) (active consideration) of the Act, as it relates to decisions on the proposed trial locations.

RELEASED UNDER THE
OFFICIAL INFORMATION ACT 1982



21 October 2022

OC220893

Hon Michael Wood
Minister of Transport

JOINT MEETING WITH AUTO STEWARDSHIP NEW ZEALAND, 27 OCTOBER 2022

Snapshot

Auto Stewardship New Zealand (ASNZ) is meeting you and Minister Shaw to discuss the regulated product stewardship schemes for tyres and large batteries, and the Ministry of Transport's proposed Clean Car Upgrade programme.

Time and date	12.30pm–1.00 pm, 27 October 2022
Venue	Executive Wing 6.4
Attendees	Mark Gilbert, Chair, ASNZ David Vinsen, Trustee, ASNZ (and Chief Executive of the Vehicle Importers' Association) Adele Rose, Trustee, ASNZ (and Chief Executive ("Chief Reimagineer") of 3R Group Ltd)
Transport officials attending	Ewan Delany, Manager, Environment, Emissions and Adaptation Morgan Watkins, Senior Adviser, Mobility and Safety
Agenda	<ul style="list-style-type: none"> • ASNZ's broader charitable purpose • ASNZ's product stewardship schemes • How ASNZ can support the Clean Car Upgrade • Related funding matters • Appointments from Government to the Board of ASNZ
Talking points	Refer Annex One.

Contacts

Name	Telephone	First contact
Ewan Delany, Manager, Environment, Emissions and Adaptation	s 9(2)(a)	✓
Morgan Watkins, Senior Adviser, Mobility and Safety	s 9(2)(a)	

JOINT MEETING WITH AUTO STEWARDSHIP NEW ZEALAND, 27 OCTOBER 2022

Key points

- You and Minister Shaw are meeting the trustees of Auto Stewardship New Zealand (ASNZ), who are expected to raise matters relating to the Clean Car Upgrade (the Upgrade), their work to develop product stewardship schemes, the availability of funding, and the possibility of Government representation on the Trust Board.
- New Zealand's vehicle policies have not previously focused on fleet exit, so they also have not focused on issues relating to vehicle waste. ASNZ could assist the Ministry at an important point in the vehicle life cycle and we are supportive of their work.
- ASNZ seems to wish to discuss their role in supporting the objectives of the Upgrade. While ASNZ has not been specific about what they are proposing, the Ministry is open to discussing this.
- All parties want to see the tyre product stewardship scheme (Tyrewise) succeed. However, ASNZ has identified funding challenges associated with the scheme. The Ministry of Transport is generally not responsible for this work and so has limited oversight of the issues involved.
- ASNZ may invite appointments from government to its Board. We are open to contributing in this way if called upon, but would need to hear final proposals before giving advice.
- Talking points are attached at **Annex One**.

Background information

- 1 You and Minister Shaw are meeting the trustees of Auto Stewardship New Zealand (ASNZ) on 27 October 2022 to discuss the regulated product stewardship schemes for tyres and large batteries and the Ministry of Transport's proposed Clean Car Upgrade (the Upgrade) programme.
- 2 The trustees are Mark Gilbert (chair), David Vinsen, and Adele Rose. Biographies for the trustees are appended to the end of this briefing.
- 3 ASNZ has indicated it intends discussion topics to include:
 - 3.1 ASNZ's broader charitable purpose, as the product stewardship organisation that owns the Tyrewise scheme and a planned large battery scheme;
 - 3.2 the Upgrade; and how ASNZ can play a role in supporting the Upgrade with a product stewardship framework and governance structure;
 - 3.3 an update on the status of Tyrewise scheme and a planned large battery scheme (hereafter the BIG scheme), including the readiness of industry to engage with these schemes;
 - 3.4 funding matters, including collection of the Advanced Disposal Fee;

- 3.5 the possibility for Board appointments from government to the Board of ASNZ.
- 4 Relevant to Minister Shaw's portfolio, tyres and large batteries have been declared priority products under the Waste Minimisation Act. The Prime Minister has declared regulated product stewardship and the ERP as a priority. Tyrewise and the planned large battery stewardship scheme support these priorities.

ASNZ's broader charitable purpose

- 5 ASNZ is a "governance structure" that seeks to provide the Product Stewardship Organisation (PSO) structure required by the Ministry for the Environment under the Waste Minimisation Act 2008 for regulated product stewardship schemes for vehicle related products. It is a registered not-for-profit charitable trust (reg: [CC59525](#)).

ASNZ could assist us at an important point in the vehicle life cycle

- 6 Fleet exit is the last point in the vehicle life cycle that can be used to manage the vehicle fleet, following entry and periodic in-service inspections (i.e. the WOF/COF).
- 7 There are examples of other states intervening to encourage fleet exit such as by raising vehicle taxes as they age or taking steps to encourage vehicle scrappage. However, New Zealand has not typically encouraged fleet exit despite having a very old fleet with some of our oldest vehicles being the most problematic from safety and environmental perspectives.¹
- 8 Te Manatū Waka and Waka Kōtahi are currently developing the Upgrade, which is an initial move into work to incentivise fleet exit. The Upgrade, and any other policies to increase fleet exit, will have waste implications that need to be managed.
- 9 Considering waste is important because the managed exit approach being trialled through the Upgrade may be expanded. For example, the next Road to Zero Action Plan proposes an action to investigate ways to exit less safe vehicles from the fleet, which could also have stewardship implications. The work of ASNZ is timely to build capability and encourage collaboration between industry members and with government.

Tyrewise and the BIG scheme

- 10 At present, approximately 4 million of 6.5 million tyres used annually end up in landfill, are stockpiled, or dumped, where they pose a threat to our environment through fire and toxic leachate. Tyrewise is a regulated product stewardship scheme for recycling end-of-life tyres, due to launch in late 2023.
- 11 **Tyrewise** is intended to minimise the environmental impacts of end-of-life tyres by managing tyres from collection at end-of-life through to processing. It will track tyres through the process via a network of registered participants, with rigorous audit processes to ensure tyres are kept from illegal dumping, stockpiling, and landfilling.
- 12 Tyrewise's operations will be funded by an "advanced disposal fee" levied on tyre importers to cover the costs of the scheme, which will be passed on to consumers.

1 The average age of New Zealand's light vehicle fleet increased from 11.8 years in 2000 to 14.3 years in 2020; older than that in the USA (11.8 years for light vehicles in 2019), Australia (10.4 years for all vehicles in 2019), and Canada (9.7 years for light vehicles in 2017).

Payments from Tyrewise for collection, transport and processing will be intended to create sustainable income streams for other organisations, while R&D grants will incentivise innovative end uses.

- 13 **The Battery Industry Group (BIG)** is a collaboration between over 170 businesses, individuals and stakeholders across the energy, waste, transport, and battery sectors that seeks to design a product stewardship scheme for large batteries.
- 14 Relevant to transport, the scheme is proposed to include large batteries used in electric and hybrid vehicles, buffer units for fast charging stations, and industrial applications such as electric trains and aircraft. It is not currently proposed to extend to batteries smaller than 5 kg, such as for e-bikes and e-scooters.

The Ministry for the Environment is progressing work to make Tyrewise and BIG operational

- 15 Public consultation on the tyres and large batteries regulated product stewardship schemes was completed in late 2021. The Ministry for the Environment is finalising implementation details to inform regulations for the tyres scheme as this will be the first regulated product stewardship scheme to become operational.

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

We support the objectives of Tyrewise and the BIG scheme

- 17 We support reducing the environmental impact of the transport sector where possible, so we are generally support the objectives of both schemes. We note that ASNZ wishes to raise funding and governance with you in this meeting.

ASNZ and the Clean Car Upgrade

- 18 The ASNZ has an established role to play as the Product Stewardship Organisation or PSO for tyres, which have been declared a priority product under the Waste Minimisation Act. They are also planning a product stewardship scheme for large batteries (more than 5 kg).
- 19 While it is apparent that a nation-wide rollout of the Upgrade is likely to impact waste levels of the auto industry, the nature of ASNZ's role has not yet been determined.

Vehicle scrappage is the last stage in the Clean Car Upgrade process

- 20 Te Manatū Waka advised you on the Upgrade process in May 2022 (OC220416 refers).
- 21 Our goal is a scrappage process that adheres closely to the traditional scrappage process while aligning with the Ministry for Environment's product stewardship programme objectives for tyres and electronics, which are presently under development.

- 22 Note that, while allowing parts reuse will minimise waste and promote the circular economy, we would recommend requiring destruction of the engine and chassis to ensure that high emitting vehicles are removed from the fleet.

We are not clear on the role ASNZ is seeking to play with the Upgrade, but are happy to hear its proposals

- 23 ASNZ has indicated it wishes to discuss “scrappage’ or end of life vehicle programme of works”, “putting the product stewardship framework in place first”, and how ASNZ can play a role.
- 24 We are not currently clear on what ASNZ is proposing, so are unable to give specific comment. However, we are open to working with ASNZ on what role it could play in the Upgrade, for example if the trial were to be rolled out nationally.

Funding matters

- 25 All parties want to see Tyrewise succeed. However, ASNZ has identified funding challenges associated with the scheme.
- 26 ASNZ has been awarded \$1.2 million from the Waste Minimisation Fund to implement the Tyrewise programme. ASNZ and project implementation manager, 3R Group, are using this funding to put in place the systems necessary to allow the scheme to launch in late 2023.
- 27 We understand from your Office that ASNZ is investigating the option of a \$7 million bank loan to help underwrite the scheme fiscally.
- 28 ASNZ may raise with you and Minister Shaw the status of work on the Advance Disposal Fee, which will fund the Tyrewise scheme. We understand that the Ministry for the Environment’s s 9(2)(b)(iv) [REDACTED]
- 29 We further understand that, subject to approvals, ASNZ will receive \$360,000 funding sourced from the Waste Minimisation Fund (\$210,600) and EECA (\$149,400) to finalise the large battery scheme design and apply for priority product stewardship accreditation.

We have limited oversight of current work on funding matters

- 30 The Ministry of Transport is generally not responsible for this work and so has limited oversight of this issue.

Appointments by Government to the Board of ASNZ

- 31 ASNZ currently has three trustees on its Board (who are all scheduled to attend this meeting), but its Rules provide for up to ten trustees.
- 32 We understand that ASNZ is likely to discuss appointments from government to the Board, but do not have information about specific proposals. We are open to contributing in this way if called upon, but would need to hear final proposals before giving advice.

Biographies



Mark Gilbert, Chair, ASNZ

Mark has over 30 years' automotive industry experience, for international company's Volvo, and the BMW Group, where he held several senior executive roles, both in Asia and New Zealand. Since 2012, Mark has become a Professional Director, with Chair and Independent Director roles in a diverse range of organisations: these include as Chair, Drive Electric Inc; and Governance Chair, Battery Industry Group. Mark is also

Chair of your Clean Car Sector Leadership Group



David Vinsen, Trustee, ASNZ (and Chief Executive of the Vehicle Importers' Association)

David has over 40 years' experience in the motor industry and community organisations, as well as serving in family businesses in property and tourism. He holds other sector roles including as the Chief Executive, VIA since 2003; and as Chair, Intelligent Transport Systems NZ since 2018.

David is a member of your Clean Car Sector Leadership Group



Adele Rose, Trustee, ASNZ (and Chief Executive of 3R Group Ltd)

Adele is the Chief Executive ("Chief Reimagineer") of 3R Group, an environmental consultancy company that works on issues relating to waste and the circular economy. Her profile on 3R Group's website notes an interest in supporting clients through their product stewardship journeys, and a commitment to mentorship and knowledge sharing to progress the circular economy.

Annex One: Talking Points

- New Zealand's vehicle policies have not previously focused on fleet exit, so they also have not focused on issues relating to vehicle waste. With the Emissions Reduction Plan and introduction of product stewardship schemes, this conversation is timely. Thank you for taking the initiative.
- Our oldest vehicles are some of the most problematic from safety and environmental perspectives. Stewardship of end-of-life vehicles and parts is an important tool to ensure that we are environmentally responsible while transitioning to cleaner and safer vehicles.
- I support the objectives of the Tyrewise scheme and BIG scheme.

ASNZ may raise the Clean Car Upgrade and its ability to support that work

- The Upgrade, if it progresses to a national-level programme, is likely to impact waste levels from the auto industry, and I agree we will need to manage this responsibly.
- Our goal is a scrappage process that works with the traditional scrappage process while aligning with the Ministry for Environment's product stewardship programme objectives for tyres and electronics. I would welcome your support in ensuring we can do this.
- My officials are open to working with you about the role you can play in the Upgrade and I would be interested to hear more about your thoughts on the opportunities here as we finalise the initial trial.

If ASNZ seeks delay to put a product stewardship framework in place "first"...

- The trial, which is expected to start in 2023, will involve a relatively small number of vehicles. If the programme is rolled out nation-wide, it would involve significantly more waste. But this would not be in place until 2024, so there is plenty of time to make sure a framework is in place.

If ASNZ encourage significant reuse of parts...

- We support the circular economy and generally want to see parts reused where that makes sense. However, there is a need for limited restrictions on parts reuse to ensure we don't over-extend the life of vehicles that have poor environmental or safety outcomes.

If ASNZ raise funding issues and seek Transport involvement...

- I understand work to progress the Advance Disposal Fee is underway, but this falls outside my portfolio responsibility. Minister Shaw and his officials are generally the best points of contact for funding matters.

If ASNZ offer a seat on its Board to Transport officials or to a person appointed by you

- I (or my officials) am open to contributing in this way. How do you see this working?



25 October 2022

OC220795

Hon Michael Wood
Minister of Transport

Action required by:
Monday, 31 October 2022

FINANCIAL UPDATE - TEMPORARY ROAD USER CHARGES AND PETROL EXCISE DUTY REDUCTIONS

Purpose

Cabinet requested that Ministers receive in October 2022 a financial update on the cost of the temporary reductions to petrol excise duty, road user charges, half fare public transport and the track user charges reimbursement (CAB-22-MIN-0263 of 4 July 2022 refers).

Key points

- \$737 million of the \$1.3 billion appropriated until 31 January 2023 has been drawn down. This represents:
 - \$360 million for reduced revenue from road user charges from 21 April until 30 September (5 months 9 days). 4 months of draw downs remain.
 - \$320 million for reduced revenue from petrol excise duty from 14 March until 31 August 2022 (5 months 17 days). 5 months of draw downs remain.
 - \$55.5 million for half price public transport fares (1 April until 18 October 2022). This could understate the cost to date, as not every regional council (particularly the smaller ones) claims public transport subsidies each month.
 - \$2.4 million for the track user charges reimbursement to KiwiRail (April until September 2022).

- s 9(2)(f)(iv) [Redacted]

- s 9(2)(g)(i) [Redacted]


- s 9(2)(f)(iv) [Redacted]

Recommendations

We recommend you:

- 1 **copy** this briefing to the Minister of Finance, the Minister of Energy and Resources and the Minister of Customs

Yes / No



 Marian Willberg
Manager, Demand Management and Revenue Team
 ..21/10/2022....

 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**

Name	Telephone	First contact
Marian Willberg, Manager, Demand Management and Revenue, Ministry of Transport	s 9(2)(a)	✓
Andrew de Montalk, Adviser, Demand Management and Revenue, Ministry of Transport		



25 October 2022

OC220829

Hon Michael Wood

Minister of Transport

SUMMARY OF SUBMISSIONS ON THE PROPOSED REGULATORY CHANGES FOR RESHAPING STREETS

Purpose

To update you on common themes from submissions we received on the Reshaping Streets regulatory changes consultation document.

Key points

- Te Manatū Waka Ministry of Transport (MoT) and Waka Kotahi NZ Transport Agency (Waka Kotahi) received 898 submissions on the proposed Reshaping Streets regulatory changes.
- A majority of submitters supported all the proposed regulatory changes, with roughly two thirds of submissions agreeing or strongly agreeing with most of the proposals. However, there were some very polarised views, with many people either 'strongly agreeing' or 'strongly disagreeing' with many proposals.
- Submitters who generally supported the proposals often highlighted potential benefits for safety, health, emissions reduction, efficiency, and liveability, and improved accessibility by foot, bike, and public transport.
- Submitters who generally disagreed with the proposals often highlighted concerns about accessing places easily and quickly by cars and trucks, and the need for adequate consultation. A common theme of these submissions was that streets should prioritise travel by car and other private vehicles.
- We are still completing a more detailed analysis of submissions. We will use this analysis to inform final policy recommendations which we will brief you on in the coming months.

Recommendations

We recommend you:

- 1 **agree** for us to proceed with developing the proposed regulatory changes, incorporating public feedback, and to provide you with final policy recommendations and a draft Cabinet paper by s 9(2)(f)(iv) seeking agreement to implement the revised changes.

Yes/No



 Jessica Ranger
**Manager Placemaking and Urban
 Development**
 26 / 10 / 22

 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

Name	Telephone	First contact
Jessica Ranger, Manager Placemaking and Urban Development	s 9(2)(a)	
Nick Potter, Principal Policy Adviser, Placemaking and Urban Development	s 9(2)(a)	✓
Dmitry Mitenkoff, Policy Adviser, Placemaking and Urban Development	s 9(2)(a)	

SUMMARY OF SUBMISSIONS ON THE PROPOSED REGULATORY CHANGES FOR RESHAPING STREETS

We have completed an initial analysis of submissions on Reshaping Streets

- 1 Public consultation on the proposed Reshaping Streets regulatory changes ran from 9 August 2022 to 19 September 2022.
- 2 We received 898 submissions from a variety of stakeholders, including members of the public, academics, Crown agencies, industry bodies, local authorities, schools, and community groups. 19 councils made a submission.
- 3 As part of the consultation process, we hosted three online public webinars targeted at the public, road controlling authorities, and accessibility groups (including disability groups). Approximately 150 people participated in these webinars.
- 4 Annex 1 provides a brief visual summary of how much respondents agreed or disagreed with each of the proposals.
- 5 Annex 2 provides a high-level summary of responses from councils.
- 6 The rest of this briefing gives an overview of key themes raised by submitters for each proposal.

Key themes for each proposal

A new approach for piloting street changes

Proposal 1A: Provide Road Controlling Authorities (RCAs) with new powers and requirements to install pilots and set requirements for how to install them

- 7 63% of submitters supported this proposal, with many noting it would enable a more effective process for community engagement and more rapid street changes.
- 8 Some submitters suggested modifications to the proposal, such as including notification requirements for emergency services and delivery providers, requiring reporting for pilots in line with key metrics (e.g. safety, travel times and emissions), and integrating pilots with other plans (e.g. for cycling and walking networks).
- 9 35% of submitters disagreed with the proposal. The most common reason given for this was they did not believe that councils would use pilots to properly consult with them. Some submitters emphasised the need for targeted consultation with directly affected and vulnerable groups, as well as including specific criteria for pilot creation and success. Many submitters who disagreed with this proposal also stressed that pilots could hurt businesses, create congestion, and be a waste of money.

Proposal 1B: Enable pilots to be used as a form of consultation, with feedback collected during the pilot used to consider whether to make street changes permanent

- 10 62% of submitters supported this proposal. Common feedback was this would streamline the consultation process and allow councils to enact changes that support safety, health, network improvements, and emissions reduction. Some also noted the pilot process would enable councils to be adaptable and make changes to the pilot programme according to data and feedback. Some noted pilots can give people exposure to the real-life effects of street changes and enable effective data collection.
- 11 Submitters suggested stronger notification requirements (e.g. a longer minimum notification period). Some submitters also suggested clarification on how feedback should be obtained and what level of feedback was required to make decisions around permanence.
- 12 34% of submitters disagreed with the proposal. Many of these did not trust councils to effectively use pilots to consult with them and suggested councils would not consider any negative effects of pilots on communities.

Proposal 1C: Enable pilots to be installed for up to two years

- 13 56% of submitters viewed the two-year pilot timeframe as suitable. Submitters thought this timeframe would enable councils to be flexible, collect adequate data, analyse behaviour change and make changes based on feedback.
- 14 38% of submitters suggested that a two-year timeframe would be too long. Some suggested that a two-year pilot could have detrimental impacts on some businesses if the pilot had a negative effect.
- 15 As part of this proposal, councils could choose to run a pilot for less than two years. However, many respondents were concerned pilots would just be used for the maximum amount of time as a default.
- 16 6% of submitters viewed the two-year timeframe as too short. They suggested two years is not enough time to collect and properly analyse the data, observe any behavioural changes, and enable a robust assessment of the pilot.

Proposal 1D: Amend the LGA1974 to make it clear that RCAs should not use the provision for 'experimental diversions' when piloting street changes

- 17 76% of respondents answered this question with an 'I don't know response'. This probably reflects this was a technical question, primarily aimed at local authorities.
- 18 Many respondents answered the question in a way that indicated a lack of clarity in what the question was asking. There was almost double the number of respondents who answered 'no' (16%) to this question than those who answered 'yes' (8%).

Proposal 1E: Allow RCAs to lower the speed limit to support a pilot, by applying a 'pilot speed limit'

- 19 64% of submitters supported this proposal. Many viewed this proposal as necessary as many pilots would render previous speed limits as unsuitable to new road conditions.

- 20 Some submitters suggested several changes to the proposal, focussing on the importance of clear communication with affected parties in terms of notification and enforcement.
- 21 A few submissions were concerned lowering speeds for enabling pilots would affect the efficiency of the transport system, and that varying speeds would lead to ambiguity on what the speed should be.
- 22 32% of submitters disagreed with this proposal. Many were concerned that it would enable councils to permanently set lower speed limits without consultation outside of the pilot process.

Proposal 1F: Update rules for trialling Traffic Control Devices (TCDs), so that RCAs can trial TCDs [such as signs] as part of pilots and choose how they notify people about TCD trials (with at least two weeks' notice)

- 23 68% of submitters supported this proposal because it could encourage more innovative and more accessible sign designs, as well as enable councils to trial new types of TCDs as part of the pilot process. Many respondents also viewed the current newspaper notification requirements as outdated and welcomed councils being flexible in their notification approaches.
- 24 26% of submitters disagreed with the proposal. Those who disagreed often commented on the notification requirements for new TCDs. They suggested newspapers are a good and effective way to notify the public, so councils should not be given more discretion. Many were also concerned that vulnerable communities would not have access to online resources.

Filtering and Restricting Traffic

Proposal 2A: Enable RCAs to install modal filters if the objects they use are safe, and people and deliveries can still access the places they need to get to

- 25 64% of submitters supported the proposal. These submissions often highlighted benefits for efficiency and safety, particularly for walking and cycling.
- 26 35% of submitters disagreed with the proposal. These people were primarily concerned about decreased accessibility to certain areas, especially for those with mobility issues or for emergency services. They generally saw no need for road restrictions to support travel by foot or bike. They also highlighted the importance of consultation with the affected community before any street changes are made.

Proposal 2B: Ensure legislation provides clear powers for RCAs to filter traffic, by removing the requirement in the LGA1974 that facilities built on roads cannot, in the opinion of a council, 'unduly impede vehicular traffic entering or using the road'

- 27 63% of submitters supported this proposal. These submitters highlighted benefits for travel mode shifts, and often mentioned that roads are for everyone to use, not just for cars and other traffic.
- 28 32% of submitters disagreed with the proposal. Many of these submissions were concerned this proposal would affect their accessibility by private vehicles.

Proposal 2C: Enable RCAs to restrict or prohibit the use of some or all motor vehicles on specified roadways to support public transport use, active travel, health and safety, emissions reductions, and/or to create public spaces that promote community well-being

- 29 62% of submitters supported this proposal. Many noted the positive impact that modal filters would have for accessibility, emissions, the economy, wellbeing and health, transport networks, infrastructure, safety, and amenity.
- 30 36% of submitters disagreed with the proposal, mostly because it could affect their ability to get to places quickly and easily by private vehicles. Many of these expected councils would make these changes without proper consultation. A few submitters suggested re-wording the proposal to accommodate the needs of those who rely on cars to get around to not impact their accessibility.

Proposal 2D: Provide RCAs with an explicit power to install TCDs

- 31 38% of submitters supported this proposal. 27% were neutral. This probably reflects the technical nature of the proposal as it was primarily aimed at local authorities.
- 32 35% of submitters disagreed with the proposal. They commented predominantly on government powers, with many suggesting local authorities have too much control and power over their communities.

School Streets

Proposal 3: Establish powers and requirements for RCAs to create School Streets in partnership with local schools

- 33 64% of submitters supported this proposal. Most submissions emphasised the importance of children's safety on the way to school, as well as during school drop-off and pick-up times. Submitters commented this proposal would make school travel safer. Supportive submissions also highlighted benefits for physical activity, health, and mode shift.
- 34 Some submissions highlighted a need to give more consideration to the accessibility of School Streets, particularly for disabled people, school buses, public transport services, and others needing to access properties on a street such as delivery services.
- 35 23% of submitters disagreed with the proposal. These submissions often raised concerns about accessing their properties and emergency vehicle access. Some noted driving to school is the only option, especially in rural or out-of-zone school areas. Others suggested children need to learn how to behave around traffic and the current model is working well. Some commented the proposal would lead to more traffic. Others suggested that it would be undemocratic.
- 36 Some submissions suggested that councils, in collaboration with schools, should develop a school plan for consultation with both parents and the local community before any changes are made.

Community Streets

Proposal 4: Establish a clear process for residents to hold Community Streets, provided they have approval from RCAs

- 37 70% of submitters supported this proposal. They often noted that Community Streets have the potential to have a range of positive impacts on communities, including environmental benefits, empowering them, and encouraging active travel.
- 38 Some submissions raised concerns about potential safety implications of Community Streets. They suggested Community Streets may encourage children to play on the roads when a Community Street is not in effect.
- 39 Some submissions suggested that services such as rubbish collection, courier services, emergency services and the needs of the disabled and elderly need to be considered when implementing Community Streets to ensure little to no disruption.
- 40 Some submissions also suggested strengthening notification principles to allow explicit notification and agreement from all affected community members and businesses would be required to enact a Community Street.
- 41 26% of submitters disagreed with the proposal. Many of these commented that Community Streets are not necessary as public areas such as parks, playgrounds, and community spaces can be used for communities to gather instead.

Closing roads for functions and other events

Proposal 5A: Allow RCAs to close roads for reoccurring events, by removing the 31-day limit per year for road closures in the LGA1974

- 42 41% of submitters believe there should not be a specific limit, while 9% of submitters believe the 31-day limit should be increased to enable road closures once per week. 28% believe there should be a limit like the current limit.
- 43 Submitters who thought there should not be a specific limit often commented the decision on the frequency of temporary road closures should be with the local community.
- 44 None of the submitters who want the 31-day limit to be retained provided any comments on why they had this view.

Proposal 5B: Consolidate powers and requirements to close roads for events in one piece of legislation (i.e. the proposed Street Layout rule)

- 45 53% of submissions support this proposal, often noting this would reduce confusion and be more practical.
- 46 15% of submitters did not support this proposal. None of the submitters who disagreed provided any comments on why they had this view.

Pedestrian Malls

Proposal 6A: Remove the requirement for local authorities to use the special consultative procedure when establishing pedestrian malls. Instead, they must apply the consultation principles in the LGA2002

- 47 67% of submitters supported the proposal. The main theme was that this would support a more efficient process.
- 48 Consultation was a key theme amongst supportive submissions. Many noted while consultation is difficult, it is important to consult the affected community. Amenity was another common theme, highlighting people's desire for more open public spaces like pedestrian malls.
- 49 24% of submitters did not support the proposal. They were strongly against the creation of a pedestrian mall without adequate consultation. It is worth noting councils would still consult on the establishment of pedestrian malls under this proposal.

Proposal 6B: Remove the ability for people to appeal to the Environment Court when a pedestrian mall is being created. People would be able to challenge the installation of a pedestrian mall through judicial review

- 50 65% of submitters agreed with this proposal as it would make the process to create pedestrian malls more efficient.
- 51 27% of submitters did not support this proposal. They generally emphasised a need for councils to adequately consult before establishing pedestrian malls.

Proposal 6C: Shift legislative provisions for pedestrian malls to the proposed Street Layouts rule

- 52 62% of submitters supported this proposal and had the same reasoning as the previous question, noting the efficiency that would arise.
- 53 27% of submissions were not supportive of this proposal for the same reasons as the previous questions. They suggested that the consultation process is fine as it is.

Transport Shelters

Proposal 7: Remove special notification requirements for creating transport shelters. Instead, RCAs would be able to publicly consult on transport shelters in the same way they do for other features, like bus stops

- 54 64% of submitters agreed with this proposal. They often noted it would make the process for creating shelters more efficient and reduce costs for councils. Some also suggested this proposal could increase the provision of bus shelters in general.
- 55 18% of submitters disagreed with the proposal, noting that, if implemented, the proposal would remove the ability for the public to have a say. These submitters were concerned about how this could impact their property or business. A few submitters stated that the increased powers would give Waka Kotahi and councils too much unchecked power.

Local authorities strongly supported all of the Reshaping Streets proposals

- 56 Annex 2 provides a high-level summary of council responses to each proposal.
- 57 Many councils suggested detailed changes and improvements to some of the proposals, which we are still working through.

Next steps

- 58 We are currently conducting a more detailed analysis of issues raised by submitters during public consultation. We will use this analysis to inform final policy recommendations.

59 s 9(2)(f)(iv)

[illegible]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

- RELEAS
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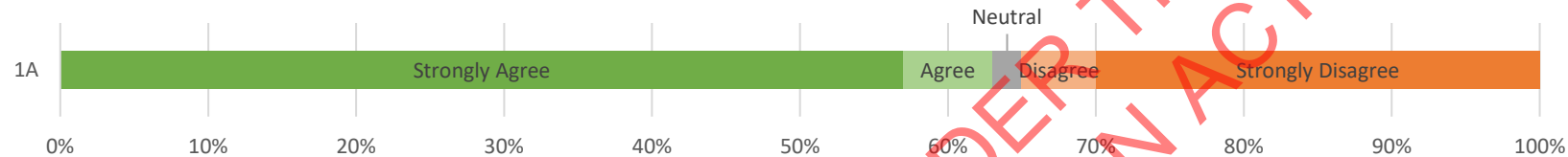
OFFICIAL

- 64 We will also keep you updated on any substantive issues that need your
consideration before s 9(2)(f)(iv) via the Weekly Report.

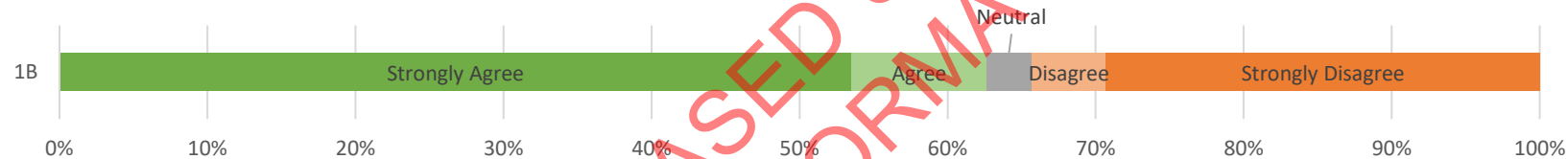
ANNEX 1 HIGH LEVEL SUMMARY OF RESPONSES BY PROPOSAL

A new approach for piloting street changes

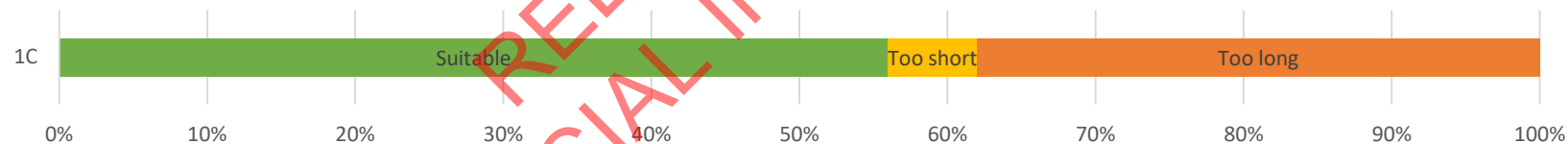
Proposal 1A: Provide RCAs with new powers and requirements to install pilots and set requirements for how to install them.



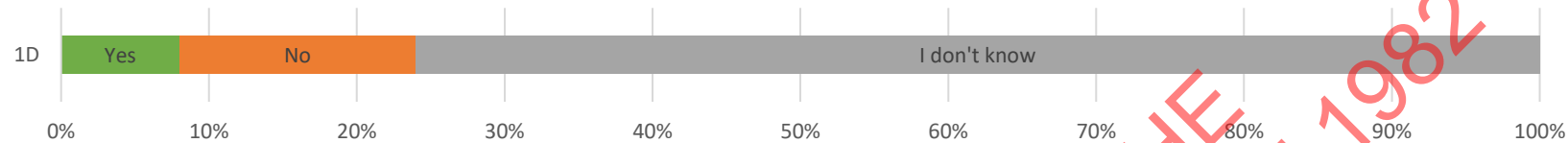
Proposal 1B: Enable pilots to be used as a form of consultation, with feedback collected during the pilot used to consider whether to make street changes permanent.



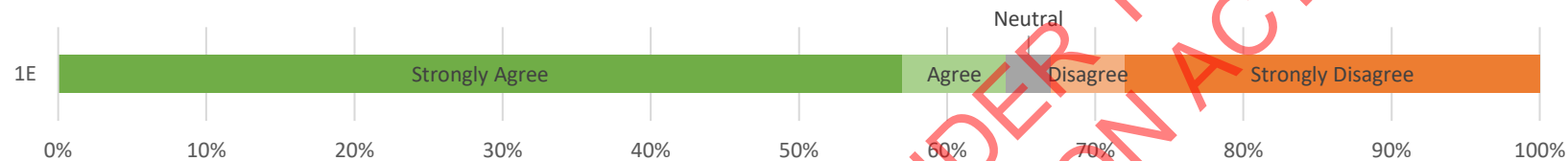
Proposal 1C: Enable pilots to be installed for up to two years.



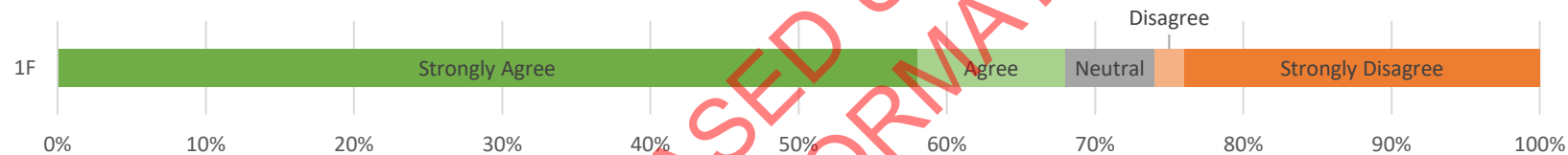
Proposal 1D: Amend the LGA1974 to make it clear that RCAs should not use the provision for 'experimental diversions' when piloting street changes.



Proposal 1E: Allow RCAs to lower the speed limit to support a pilot, by applying a 'pilot speed limit'.

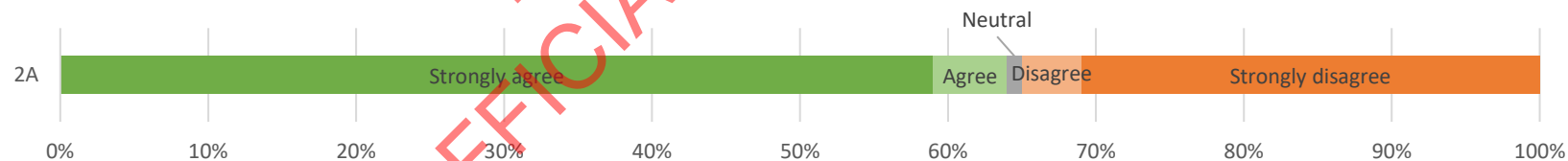


Proposal 1F: Update rules for trialling TCDs, so that RCAs can trial TCDs as part of pilots and choose how they notify people about TCD trials (with at least two weeks' notice).

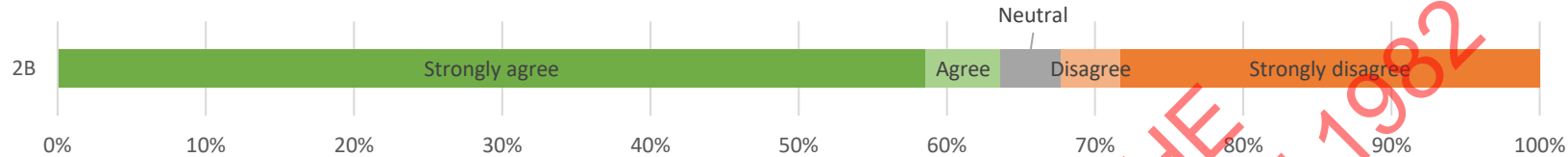


Filtering and restricting traffic

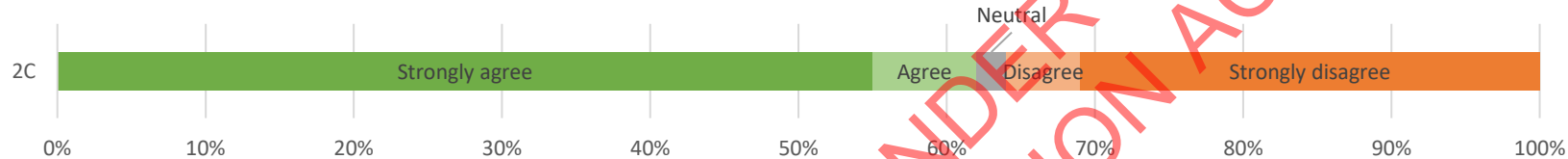
Proposal 2A: Enable RCAs to install modal filters if the objects they use are safe, and people and deliveries can still access the places they need to get to.



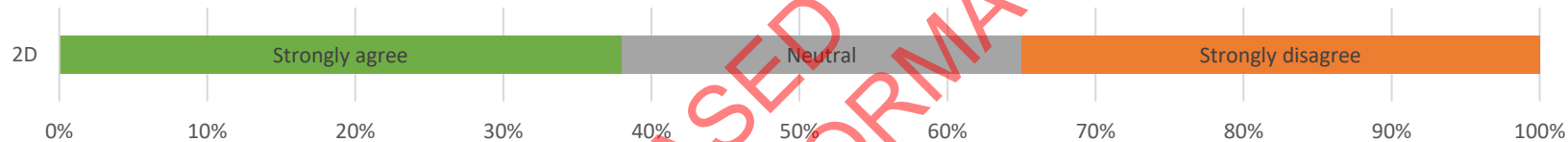
Proposal 2B: Ensure legislation provides clear powers to filter traffic, by removing the requirement in the LGA 1974 that facilities built on roads cannot, in the opinion of a council, 'unduly impede vehicular traffic entering or using the road'.



Proposal 2C: Enable RCAs to restrict or prohibit the use of some or all motor vehicles on specified roadways to support public transport use, active travel, health and safety, emissions reductions, and/or to create public spaces that promote community well-being.

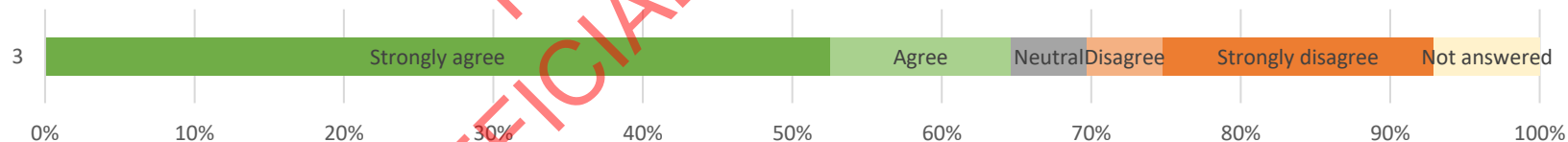


Proposal 2D: Provide RCAs with an explicit power to install TCDs.



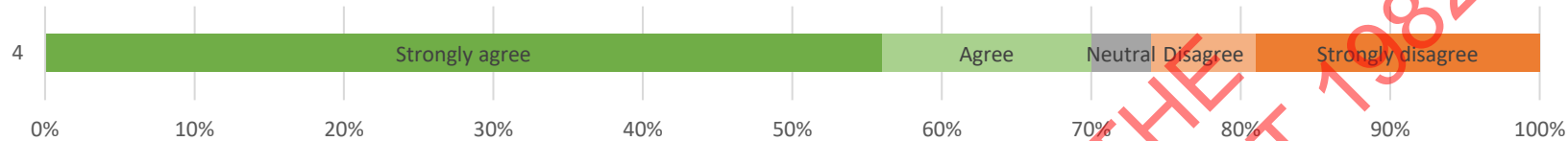
School Streets

Proposal 3: Establish powers and requirements for RCAs to create School Streets in partnership with local schools.



Community Streets

Proposal 4: Establish a clear process for residents to hold Community Streets, provided they have approval from RCAs.

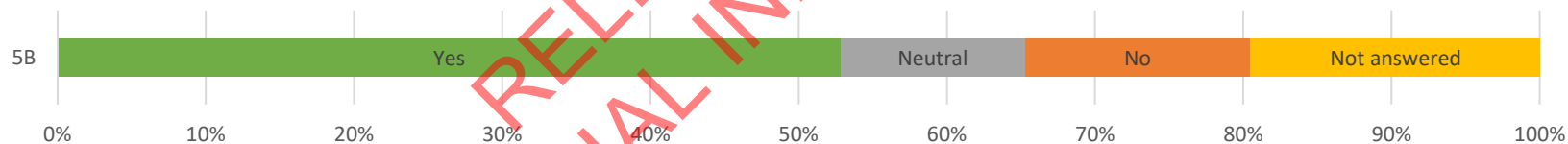


Closing roads for other functions and events

Proposal 5A: Allow RCAs to close roads for reoccurring events, by removing the 31-day limit per year for road closures in the LGA1974.

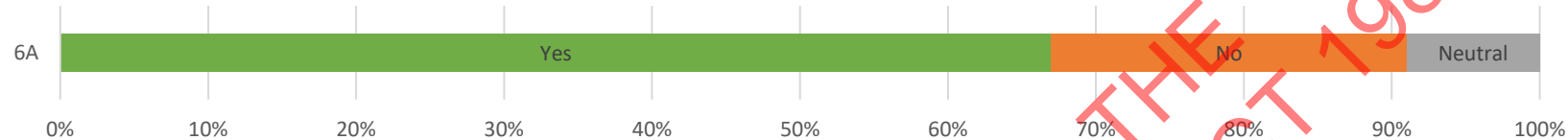


Proposal 5B: Consolidate powers and requirements to close roads for events in one piece of legislation (i.e. the proposed Street Layout rule).

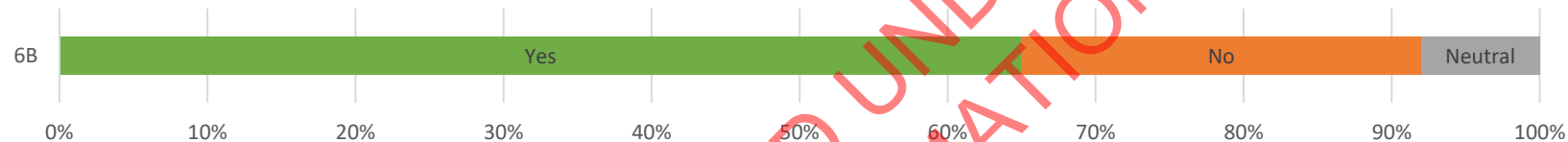


Pedestrian Malls

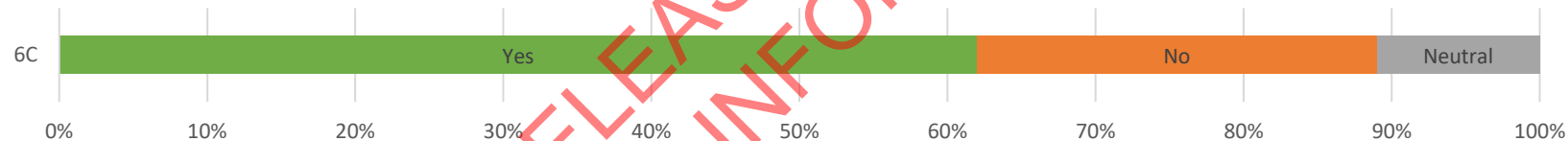
Proposal 6A: Remove the requirement for local authorities to use the special consultative procedure when establishing pedestrian malls. Instead, they must apply the consultation principles in the LGA2002.



Proposal 6B: Remove the ability for people to appeal to the Environment Court when a pedestrian mall is being created. People would be able to challenge the installation of a pedestrian mall through judicial review.

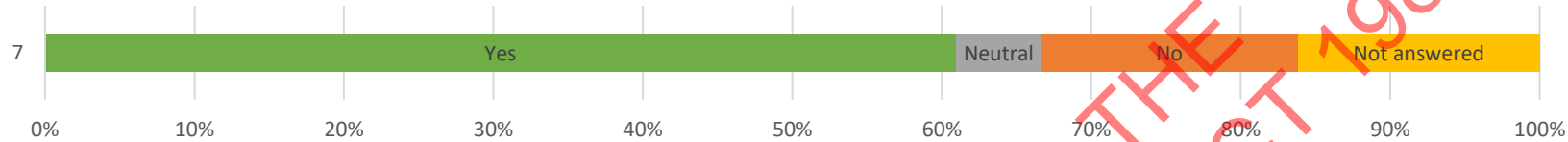


Proposal 6C: Shift legislative provisions for pedestrian malls to the proposed Street Layout rule.



Transport Shelters

Proposal 7: Remove special notification requirements for creating transport shelters. Instead, RCAs would be able to publicly consult on transport shelters in the same way they do for other features, like bus stops.



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ANNEX 2 HIGH LEVEL SUMMARY OF RESPONSES BY LOCAL GOVERNMENT AGENCIES

	Strongly agree																	
	Agree																	
	Did not directly address, or noted more detail is needed																	
	Disagree																	
	Strongly disagree																	
	1A	1B	1C	1D	1E	1F	2A	2B	2C	2D	3	4	5A	5B	6A	6B	6C	7
Auckland ¹																		
Bay of Plenty RTC																		
Christchurch CC																		
Dunedin CC																		
Greater Wellington RC																		
Hamilton CC																		
Horizons RC																		
Kaipara DC ²																		
Manawatu DC																		
Napier CC																		
Nelson CC																		
New Plymouth DC																		
Porirua CC																		
Selwyn DC																		
Taupō DC																		
Tauranga CC																		
Timaru DC																		
Waikato RC																		
Wellington CC																		

DC = District Council

CC = City Council

RC = Regional Council

RTC = Regional Transport Committee

ANNEX 2 HIGH LEVEL SUMMARY OF RESPONSES BY LOCAL GOVERNMENT AGENCIES

Common themes in submissions from councils are summarised below.

- Enforceability of street changes under the new rule needs to be established.
- We need to clarify if temporary materials used in pilots can remain in place after a decision to keep a pilot is made and can be upgraded to permanent materials at any stage without a further resolution.
- Guidance materials are needed to support the rule.
- To ensure access for disabled people, the new rule should include a requirement for accessibility assessments for pilots.
- The alignment of the new rule with the LGA 2002 needs to be clarified.
- The new rule needs to include a requirement to consider impacts on networks for School Streets and Community Streets.
- Public transport network operators need to be notified of pilots of road closures, including regional councils where appropriate.
- The new rule should make it clearer that regulatory filters can be used instead of physical object to filter transport modes.
- The new rule needs to clarify and be more explicit around who can 'access a place' on the school street.

Local authorities disagreed with the following aspects of some of the proposals.

- Proposal 1B: Selwyn DC noted the importance of engaging and informing affected people before a pilot.
- Proposal 1C: Kaipara DC, Nelson DC, and Porirua CC suggested that pilots should be able to be done for more than two years.
- Proposal 1F: New Plymouth DC and Selwyn DC commented that trialling new signs may lead to inconsistencies and confusion for road users.
- Proposal 2B: Hamilton CC suggested replicating the existing Shared Space provisions in the Road User Rule for the proposed Community Streets and School Streets instead. Selwyn DC suggested that removal of the LGA1974 provision could affect the rest of the road network.
- Proposal 4: Horizons RC suggested that the Community Streets rules lack prescriptive detail and noted the importance of guidance. Selwyn DC raised concerns about the resources needed to support Community Streets and deliver them safely.



26 October 2022

OC220937

Hon Michael Wood
Minister of Transport

Hon Grant Robertson
Deputy Prime Minister

MEETING WITH THE CHIEF MINISTER OF THE AUSTRALIAN CAPITAL TERRITORY

Snapshot

You are meeting with Andrew Barr, MLA Chief Minister, Australian Capital Territory (ACT) to discuss aviation and tourism matters and general aviation cooperation.

Time and date	3.30 pm, 27 October 2022
Venue	Minister's office
Attendees	Andrew Barr, MLA Chief Minister, Australian Capital Territory Hon Grant Robertson, Deputy Prime Minister, New Zealand
Officials attending	<ul style="list-style-type: none"> • Mr Matt Mison, Deputy Chief of Staff, Chief Minister's Office • Ms Kaarin Dynon, Deputy Director, Government Communications Unit, Chief Minister's Office • Mr Brendan Smyth, Commissioner for International Engagement • Mr Jonathan Kobus, Executive Branch Manager, Visit Canberra, Chief Minister, Treasury and Economic Development Directorate
Agenda	Aviation and tourism matters
Talking points	Talking points are in Annex 1

Contacts

Name	Telephone	First contact
Tom Forster, Manager – Economic Regulation	s 9(2)(a)	✓
Shrutika Shrivastava, Policy Adviser – Economic Regulation	s 9(2)(a)	

Meeting with the Chief Minister of the Australian Capital Territory

Key points

- You are meeting with Australian Capital Territory (ACT) Chief Minister, Andrew Barr, MLA to discuss aviation and tourism matters.
- Chief Minister Barr is accompanied by Mr Matt Mison, Deputy Chief of Staff, Chief Minister's Office, Ms Kaarin Dynon, Deputy Director, Government Communications Unit, Chief Minister's Office, Mr Brendan Smyth, Commissioner for International Engagement, Mr Jonathan Kobus, Executive Branch Manager, Visit Canberra, Chief Minister, Treasury and Economic Development Directorate.
- The HMAS Canberra is visiting Wellington in early December on a good will visit organised by the ACT government and Chief Minister Barr will be coming back for the visit.

Biography



Andrew Barr, MLA

Chief Minister Barr has been Australian Capital Territory (ACT) Chief Minister since 2014. Chief Minister Barr was elected to the ACT Legislative Assembly in 2006 and has served in a number of Ministerial portfolios including planning, education, housing, community services and sport. Chief Minister Barr has been actively engaged in Canberra's burgeoning sister-city relationship with the Wellington City Council. He has made numerous visits to Wellington as Chief Minister. Chief Minister Barr attended the Australia New Zealand Leaders Forum (ANZLF) in Sydney this year.

During his tenure, Chief Minister Barr has focused on building infrastructure (including light rail), reforming the ACT's tax system, broadening its economic base, and renewing its urban planning.

Annex 1: Talking Points

MEETING WITH THE CHIEF MINISTER OF THE AUSTRALIAN CAPITAL TERRITORY

Intersection between tourism and aviation

- Our tourism recovery is still at an early stage.
- There remains uncertainty around the speed and extent to which demand to visit New Zealand will return. This is particularly the case with China which was our second biggest market before the pandemic.
- As Air New Zealand puts it, we are in the “revive” phase of a ‘survive, revive, thrive’ journey.
- This week we welcomed back cruise ships for the first time.
- We are getting an indication of how industry sees the recovery this season. Auckland Airport remains more conservative than global forecasts. Air New Zealand expects international and domestic capacity for the 2023 financial year to be between 75 and 80 percent.

Australian Capital Territory and New Zealand direct flights

- I am aware that the issue of flights between Wellington and Canberra came up during former mayor Foster’s visit to Canberra earlier this year.
- The Air Service Agreement between New Zealand and Australia permits flights to/from all points, including Canberra.
- The majority of New Zealand’s air services arrangements also permit an airline from a third country to operate to/from Canberra.
- You will recall that Singapore Airlines was not able to sustain flights between Canberra and Wellington despite, as we understand it, support at both ends of the route.
- A decision on flight routes is primarily a commercial matter, for airlines. I am not aware of any specific regulatory barriers at our end.
- As you know, airlines and airports on both sides of the Tasman are still facing challenges in staffing the ramp up of their schedules and have had to pull back on their plans.
- Significant marketing investment would likely be required to assure an airline that there is viable passenger demand, especially tourist traffic from New Zealand.

Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) and Long Term Global Aspirational Goal (LTAG)

- New Zealand supported the ambition of CORSIA that was retained at the recent ICAO Assembly.
- Ensuring offsetting occurs in the international aviation sector as it recovers from COVID is important. This will encourage operators to maintain and increase fuel efficiencies, and to continue to adopt emission reducing technologies, like Sustainable Aviation Fuel and zero-emission aircraft.
- New Zealand was pleased to see that an ambitious, long-term aspirational goal (LTAG) for international aviation was adopted at the Assembly.
- A LTAG will enable investment into green aviation technologies, such as SAF and zero-emission aircraft. This will be important for States like Australia and New Zealand, as we rely so heavily on long-haul international flights for our tourism and trade industries.

Sustainable Aviation Fuels (SAF)

- New Zealand recognises that the private sector cannot overcome the aviation decarbonisation challenge alone and that Government support to help unlock nascent technologies will be needed. The ACT-SAF¹ arrangement spearheaded by ICAO will be important to support policymakers to use the right levers to enable SAF use in smaller countries, such as New Zealand.
- With our geographic position and relatively small demand, accessing supply could be difficult for New Zealand without enabling import supply chains.
- New Zealand has been investigating a SAF mandate as an action in our Emissions Reductions Plan (ERP). This will help support supply of SAF to New Zealand.
- New Zealand also has a Sustainable Aviation cooperation agreement with Singapore. This enables knowledge sharing about how to best encourage SAF uptake and ensure supply chain certainty.

Engaging with the Pacific

- Small island states are more adversely impacted from inaction on climate change and are calling on developed states to assist them.
- New Zealand has a broad-based climate change programme to help build resilience in the Pacific.
- The Government's priorities for Aotearoa's work with the Pacific include:
 - Lead and invest in a resilient and empower Pacific transition
 - Enhance the mobilisation of climate finance

¹Assistance, Capacity-building and Training for Sustainable Aviation Fuels

- Support Pacific partners to prepare for and respond to climate-driven events that threaten security.
- It is important that Australia, New Zealand, and other like-minded partners are well coordinated in our Pacific engagements. This will enable us to work together with the region on its own terms in pursuit of a peaceful, stable, prosperous and resilient Pacific region.

Enabling Drone Integration

- The New Zealand Government's vision is to enable "a thriving, innovative and safe drone sector". This includes the long-term objective of drone integration into our civil aviation system.
- New and fit-for-purpose regulatory tools are necessary to cater for growth of the drone sector and ensure that appropriate levels of safety and security in the aviation system are maintained.
- We are working on regulations, which are yet to be confirmed by Cabinet, that have either been implemented in Australia or are planned for implementation such as:
 - Basic operator accreditation
 - Registration
 - Remote identification
 - Geo-awareness technology.
- Unmanned traffic management systems would probably be needed as the unmanned aircraft sector develops in New Zealand. We have been discussing this with counterparts in Australia and we will be attending virtually engagement sessions planned by the Department of Infrastructure in Canberra.
- New Zealand has greatly benefitted from discussing with Australia, challenges, opportunities, and experiences of regulating drones and looks forward to continuing this working relationship.



26 October 2022

OC 220935

Hon Michael Wood

Action required by:

Minister of Transport



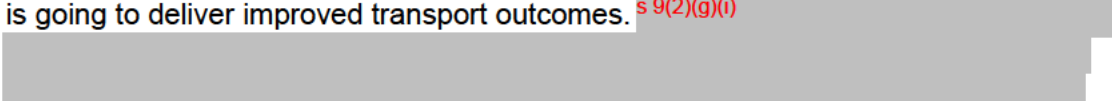
Friday, 11 November 2022

RESOURCE MANAGEMENT REFORM – UPDATE

Purpose

This briefing provides an update on the resource management reform and the key issues from the perspective of the transport sector.

Key points


- Resource management reform is progressing at pace. We understand the new legislation will be introduced and have its first reading as early as the week of 7 November.
- The Natural and Built Environment Bill has some changes that will be beneficial for the transport sector. These changes include making it easier for transport agencies to respond to natural disasters and emergencies, improving the submissions process and enabling better corridor protection through designations.
- Enabling longer term strategic planning will be of significant benefit to the transport system. s 9(2)(g)(i)

- s 9(2)(g)(i)
 We are working closely with the transport agencies, the Ministry for the Environment and other agencies involved in the reform to ensure the transition and implementation phase supports a successful shift to the new system.
- We consider there are several key areas that are critical to get right if the new system is going to deliver improved transport outcomes. s 9(2)(g)(i)
 These areas are a key focus of our engagement with the Ministry for the Environment and others on transition and implementation.

Recommendations

We recommend you:

- 1 **Note** the resource management reform is progressing at pace, and there will be benefits to the transport sector.
- 2 **Note** Te Manatū Waka – Ministry of Transport is working closely with the transport agencies, the Ministry for the Environment and other agencies involved in the reform to ensure the successful transition to and implementation of the new resource management system.

3 s 9(2)(g)(i)



Jessica Ranger
Manager, Placemaking and Urban
Development
Te Manatū Waka – Ministry of
Transport
26/10/22
.../.../...

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
Jessica Ranger, Manager, Placemaking and Urban Development	s 9(2)(a)	✓
Rebecca Beals, RM Reform Adviser, Placemaking and Urban Development	s 9(2)(a)	

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RESOURCE MANAGEMENT REFORM – UPDATE

The Natural and Built Environment Bill and the Spatial Planning Bill should be introduced shortly

- 1 Te Manatū Waka – Ministry of Transport (the Ministry) understands introduction and first reading of the Natural and Built Environment (NBE) Bill and the Spatial Planning Bill (SP Bill) is still planned for the week of 7 November. We are awaiting confirmation from the Ministry for the Environment.

Highlights of the NBE Bill

- 2 The NBE Bill seeks to shift the resource management system from a focus on environmental effects under the Resource Management Act 1991 (RMA) to an outcomes focus. This is intended to elevate much of the substantive decision-making in the new system to the policy development process, rather than at the individual consenting level.
- 3 The new system will retain some similarities with the current system. The Natural and Built Environment Act (NBA) Plans will be similar to the existing Regional and District Plans, which set zones and the associated rules and standards that make clear what can happen where in an area, as well as the detail around consent requirements. Public notification will still be a key part of the system.
- 4 Some of the changes will be beneficial for transport:
 - 4.1 An expansion to emergency works provisions will make it easier for transport agencies to respond to natural disasters and other emergencies. There will be three options available with different timescales. This includes specific regulation-making powers for the Minister for the Environment to allow for major natural disaster recovery, rather than requiring bespoke legislation before regulations can be progressed (as required after the Christchurch and Kaikōura earthquakes). These provisions will also provide long timeframes to respond when a Civil Defence Emergency is declared.
 - 4.2 There are improvements to the submissions process that will make it easier for the transport agencies when preparing evidence and will stop unexpected comments being raised by submitters at hearings on transport agency applications.
 - 4.3 Designations remain with some improvements. They will have a 10-year lapse period, which is double the period under the RMA and better supports corridor or site protection. Ports will also be able to seek Requiring Authority Status to enable land-based activities associated with port operations to be designated.

The new spatial planning system will have an impact on long-term transport planning

The new spatial planning legislation will change the way central government participates in spatial planning

- 5 The SP Bill will require each region to develop a region-wide spatial strategy (RSS) looking 30-100 years into the future. This is a new aspect in the planning system. These are expected to be mapped and supported by words, rather than only a mapped document.
- 6 To achieve its vision, the RSS will identify existing, planned, and future indicative corridors. It is not likely to get down to the detail of property boundaries or a masterplan.
- 7 To appropriately develop an RSS, there will need to be input from a wide range of parties. This is expected to be an iterative process rather than one party pre-determining what is required for everyone. All aspects must work together for the resulting RSS to work. For example, councils will identify growth areas, and infrastructure agencies can then identify where improvements and additions are required to support this growth.
- 8 Central government's involvement in developing an RSS will be quite different from the spatial planning being undertaken by Urban Growth Partnerships. A single central government representative on each Regional Planning Committee (RPC) will be responsible for ensuring central government's priorities are incorporated into a region's spatial plan. These representatives will need to represent an all of government position on the strategic issues at a regional level. They will be Ministerially appointed and be supported by an Interdepartmental Executive Board (IEB).
- 9 It is intended the IEB will govern the implementation of the spatial planning legislation. The Chief Executives on the IEB will be jointly responsible to the responsible Minister for the operation of the board.

10

s 9(2)(g)(i)

There will be an impact in how transport funding is allocated

- 11 Work has been done to ensure greater alignment between transport funding and spatial planning. Given its scale, an RSS is only likely to identify existing, planned, and future significant capital projects.
- 12 The Government Policy Statement for Land Transport (GPS-LT) will be required to take into account the RSSs. What this means in practice is the GPS-LT will need to make sure it does not undermine future capital projects identified in RSSs.

- 13 RSSs are required to have particular regard to the GPS-LT. This means nationally identified priorities for land transport will carry weight in determining an RSS.
- 14 Regional Land Transport Plans (RLTP) will be required to be consistent with an RSS. This means transport funding at a regional level must align with the direction and intent in the RSS.

s 9(2)(g)(i)

- 15 There are several key areas we consider it will be critical to address if the new resource management system is going to be effective. Getting these areas right will be an important step in ensuring the new system delivers improved transport outcomes.

We have work underway to support the transport sector with transition and implementation

16 s 9(2)(g)(i)

- 17 In recognition of this, Ministry officials have been working closely with the Ministry for the Environment and other agencies involved in the reform to ensure there is a well-planned and well-understood transition and implementation phase.

- 18 Our particular focus is on ensuring the transport sector is well-prepared. We have been working with all four transport sector agencies (Waka Kotahi, KiwiRail, the Civil Aviation Authority, and Maritime NZ) to build their understanding of the new resource management system. We are also working with them on what might be needed to support transition and implementation both for themselves and their stakeholders.

s 9(2)(g)(i)

19 s 9(2)(g)(i)

20 s 9(2)(g)(i)

- 21 We will continue to work with the Ministry for the Environment and other agencies to

s 9(2)(g)(i)

s 9(2)(g)(i)

22 A key benefit of Crown involvement in the Urban Growth Partnerships has been the ability to help influence the scale and timing of projects once a spatial plan has been agreed.

23 A committee comprising the central government representative, local council representatives and mana whenua representatives will develop the RSS. There is consensus decision-making, which means an RSS could potentially be finalised without the central government representative in agreement.

24 s 9(2)(g)(i)

25 Delivery agencies such as Waka Kotahi and KiwiRail can be advisors to these regional planning committees or submitters on the proposed spatial plan. This will be a significant change for these agencies as they have played a key role in the Urban Growth Partnership spatial planning and in supporting partners with determining and sequencing their infrastructure priorities.

26 We are working with the Ministry for the Environment, Waka Kotahi, the Ministry of Housing and Urban Development, and Kāinga Ora to build on the learnings from the Urban Growth Partnerships, and to get clarity on the role delivery agencies will play in developing and delivering a spatial plan.

Maintaining momentum on existing transport projects is critical

27 We want to ensure momentum is maintained on key transport initiatives that are already at the planning and delivery stage as we transition to the new system. s 9(2)(g)(i)

28 s 9(2)(g)(i)

29 s 9(2)(g)(i)

30 Maintaining momentum will remain a key focus of our transition and implementation work with the other transport agencies, with the Ministry for the Environment and other agencies. Building on learnings from the Urban Growth Partnerships will be critical to this work.