

OC240296

9 April 2024



Tēnā koe 

I refer to your email dated 20 March 2024, requesting the following briefing papers under the Official Information Act 1982 (the Act):

- *OC230930 date 18/01/2024 Time of Use Charging and Tolling Design Choices.*
- *OC240027 date 31/01/2024 Meeting Mayor Wayne Brown on Transport in Auckland.*

I am withholding one briefing and releasing one briefing with some information withheld. The document schedule at Annex 1 details how the briefings have been treated. The Annex also contains links to information publicly available that is relevant to your request.

The following sections of the Act have been used:

- |             |   |
|-------------|---|
| 9(2)(a)     | to protect the privacy of natural persons   |
| 9(2)(f)(iv) | to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials  |
| 9(2)(g)(i)  | to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any public service agency or organisation in the course of their duty |

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

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

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

Nāku noa, nā

A handwritten signature in black ink, appearing to read 'HARZ' followed by a horizontal line and a small dash.

Hilary Penman  
**Manager, Accountability & Correspondence**

## Annex 1 - Document Schedule

Doc#	Reference	Document	Decision on release
1	OC230930	Time of Use Charging and Tolling Design Choices	<p>Withheld under Section 9(2)(f)(iv).</p> <p>There is some related information already in the public domain which can be found at these links:</p> <p><a href="https://www.national.org.nz/national-act-and-new-zealand-first-to-deliver-for-all-new-zealanders">https://www.national.org.nz/national-act-and-new-zealand-first-to-deliver-for-all-new-zealanders</a></p> <p><a href="https://ourauckland.aucklandcouncil.govt.nz/news/2023/11/auckland-council-endorses-joint-team-to-explore-time-of-use-charging-in-tamaki-makaurau/">https://ourauckland.aucklandcouncil.govt.nz/news/2023/11/auckland-council-endorses-joint-team-to-explore-time-of-use-charging-in-tamaki-makaurau/</a></p> <p><a href="https://www.legislation.govt.nz/act/public/2003/0118/latest/DLM226230.html">https://www.legislation.govt.nz/act/public/2003/0118/latest/DLM226230.html</a></p> <p><a href="https://www.legislation.govt.nz/act/public/1974/0066/latest/DLM415532.html?src=qs">https://www.legislation.govt.nz/act/public/1974/0066/latest/DLM415532.html?src=qs</a></p> <p><a href="https://www.legislation.govt.nz/act/public/1998/0110/latest/DLM433613.html?src=qs">https://www.legislation.govt.nz/act/public/1998/0110/latest/DLM433613.html?src=qs</a></p> <p><a href="https://www.nzta.govt.nz/assets/resources/annual-report-nzta/2022-23/waka-kotahi-annual-report-2022-23.pdf">https://www.nzta.govt.nz/assets/resources/annual-report-nzta/2022-23/waka-kotahi-annual-report-2022-23.pdf</a> (Page 136 refers)</p>
2	OC240027	Meeting with Mayor Brown on Transport in Auckland, 2 February 2024	Released with some information withheld under Sections 9(2)(a), 9(2)(f)(iv) and 9(2)(g)(i).

31 January 2024

OC240027

Hon Simeon Brown  
 Minister of Transport

## AIDE MEMOIRE : MEETING WITH MAYOR BROWN ON TRANSPORT IN AUCKLAND, 2 FEBRUARY 2024

### Snapshot

You are meeting with Mayor Brown, at his request to discuss how the Government and Auckland Council can work together across a range of transport aspects.

<b>Time and date</b>	1.30-3pm, 2 February 2024
<b>Venue</b>	Auckland Council, Level 27, 135 Albert Street, Auckland Central
<b>Attendees</b>	Mayor Wayne Brown
<b>Officials attending</b>	
<b>Agenda</b>	No formal agenda however the Mayor has provided a number of topics for discussion
<b>Talking points</b>	talking points are attached

### Contacts

Name	Telephone	First contact
Lou Lennane, Auckland Strategic Programme Lead	s 9(2)(a)	✓
Karen Lyons, Director Auckland		
David Wood, DCE Investment and Monitoring		



## MEETING WITH MAYOR BROWN ON TRANSPORT IN AUCKLAND

### Key points

- The Mayor released his Manifesto for Auckland in September 2023 which sets out a request for a continued partnership with Government as well as a proposal for a legislated joint decision-making committee for transport. The Mayor is supportive of progressing a City Deal for Auckland.
- s 9(2)(f)(iv)
- As well as discussing working together, the Mayor has indicated he wishes to discuss the repeal of the Auckland Regional Fuel Tax, time of use charging, regulatory issues including parking infringements and charges, the Waitematā Harbour Connections project and his intention to lease the land at the Port of Auckland.
- s 9(2)(f)(iv)
- In addition to transport, the Mayor has also indicated he would like to discuss aspects of water reform with you in relation to Watercare.

### Context

- 1 Government has had a strong partnership with Auckland Council on transport since 2015 when the National government set up the Auckland Transport Alignment Project (ATAP).
- 2 ATAP is a formalised partnership between the Government and Auckland Council to agree on transport priorities for Auckland through an agreed indicative programme of transport delivery. The Minister of Transport has been a political sponsor of ATAP along with the Mayor of Auckland.
- 3 The last formally agreed ATAP was in February 2021 when Cabinet and Auckland Council endorsed an indicative 2021-31 programme.
- 4 The Mayor wishes to discuss a partnership approach in Auckland. s 9(2)(f)(iv)

### Auckland Mayoral Manifesto

- 5 The Manifesto for Auckland was published in September 2023 and outlines a 'deal' the Mayor would like to see agreed with Government across transport, urban regeneration, water reform and social, cultural and economic development.

- 6 In relation to transport, the Manifesto proposes to establish a joint statutory Government/Auckland Council committee for shared decision-making on transport. Joint decision-making by statute is a fundamental change to the land transport management system.
- 7 The Manifesto proposes empowering Auckland Council to implement congestion charging and set their own parking fines, seeks agreement on priorities for investment, and supports completing an Auckland Integrated Transport Plan.

**Auckland Integrated Transport Plan**

- 8 In February 2023, Government and Auckland Council commenced work on an Auckland Integrated Transport Plan at the request of Mayor Brown and the then Minister of Transport (Minister Wood). s 9(2)(f)(iv)

[Redacted text block]

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

[Redacted text block]

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**Auckland Regional Fuel Tax**

- 11 s 9(2)(f)(iv) and s 9(2)(g)(i)

[Redacted text block]

**Time of Use Charging**

- 14 The Mayor is supportive of progressing time of use charging to reduce congestion and may seek a commitment to implement time of use charging in Auckland rather than wait for a nationwide charging scheme to be developed.

**Parking Infringements**

- 15 Setting parking infringements and associated fines is an area the Mayor would like to see devolved to local government.

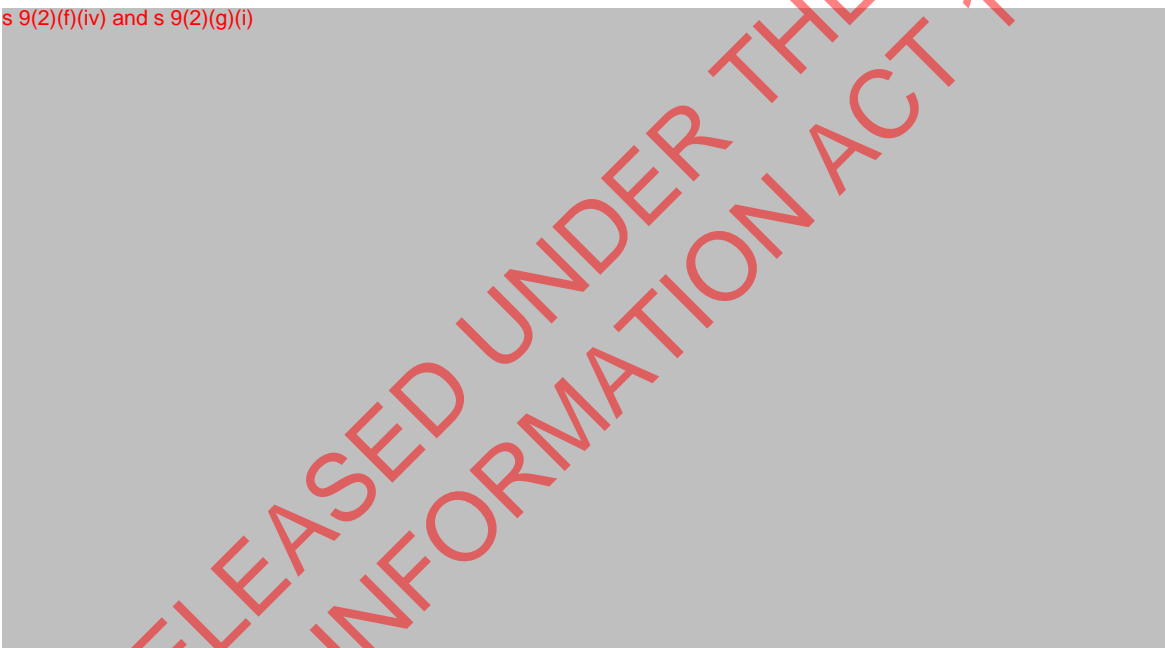
- 16 Infringement fees for parking overstaying offences (a maximum level) are set out in the Land Transport (Offences and Penalties) Regulations 1999. Road Controlling Authorities, like Auckland Transport, set their own infringement fee levels at or below the maximum through their parking bylaws.
- 17 The maximum penalty levels have not been updated since 1999, and inflation has eroded their deterrent value.

18 s 9(2)(f)(iv)



### Waitemata Harbour Connections project

20 s 9(2)(f)(iv) and s 9(2)(g)(i)



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### Water Reform

23 s 9(2)(f)(iv)



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s 9(2)(f)(iv)

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## Annex 1: Talking Points

# MEETING WITH MAYOR BROWN ON TRANSPORT IN AUCKLAND

### Introduction

- Thank you for your time today and for the preparation you have put in to provide us with a comprehensive list of topics for discussion.
- I appreciate the history of strong partnership Auckland Council has had with Government particularly across the transport portfolio through arrangements such as ATAP which the National government introduced in 2015.
- A good place for us to start is to discuss our respective transport priorities for Auckland, and what we need to support these priorities to progress.

### Transport priorities for Auckland

- Our Government is committed to delivering infrastructure. Following on from our manifesto commitment, the draft GPS provides me with the first opportunity to signal priorities to the transport sector.
- In Auckland there is strong alignment between Government and Auckland Council on projects such as completing the Eastern Busway, City Rail Link, rail electrification to Pukekohe, Airport to Botany and the north-western corridor.
- I will be also bringing to the table:
  - a renewed focus on Mill Road with an emphasis on reducing congestion and travel times;
  - the East-West Link project to reduce travel times in this critical freight corridor;
  - the Northwest Alternative Highway to support population growth, improve freight access and remove state highway traffic from the Kumeū-Huapai town centre.
- The fiscal backdrop means that careful prioritisation and sequencing of investments is critical as well as looking at a broad range of funding and financing tools.

### Mayoral Manifesto

- It was useful for me to be reminded of your Mayoral Manifesto and your proposal to establish a joint statutory Government/Auckland Council committee for shared decision-making on transport.
- Joint decision-making by statute is a fundamental change to the land transport management system. This will require careful assessment including whether Auckland should be treated differently from the rest of the country.

- s 9(2)(f)(iv) and s 9(2)(g)(i)

## Auckland Integrated Transport Plan

- I am yet to see the details of the work by officials on the AITP, but I agree there is merit in a joint plan for transport priorities for Auckland.
- We have an opportunity to refresh the work to ensure our new Government priorities are reflected and your priorities are included and to reset the direction for the ATAP agencies to follow.
- s 9(2)(f)(iv) and s 9(2)(g)(i)

## Regional Fuel Tax

- We have committed to end the RFT in order reduce costs being imposed on motorists. Removing it will require a change to primary legislation, which we are on track to introduce within our first 100 days.
- I intend to announce the end date for Regional Fuel Tax once the legislation is introduced, which is likely to be late February 2024.
- I am interested in your intentions for how the unspent regional fuel tax funding is likely to be committed. I understand your priorities are the Eastern Busway and Electric Trains and Stabling, and I agree these are my priorities too.
- s 9(2)(f)(iv) and s 9(2)(g)(i)

## Time of use charging

- Thank you for your support in progressing time of use charging for Auckland.
- A draft congestion charging Bill was prepared last year following several years of policy work and engagement. It allows councils such as Auckland to design and propose time of use charging schemes that reflect local conditions, within parameters set by Government. We are currently reviewing the work.
- I appreciate you are looking to implement a scheme in Auckland as soon as possible.

## Waitematā Harbour Connections Project

- It is important that we utilise existing assets as much as possible before embarking on building new infrastructure and demand management measures, such as time of use charging, can help prolong the life of the current bridge
- Resilience and capacity issues mean that a second crossing will be required at some point.

- The Government will be providing direction to the Waitematā Harbour Crossing project. We need to be satisfied with all aspects of the work as well as governance arrangements before detailed planning starts.

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s 9(2)(f)(iv) and s 9(2)(g)(i)

### City Deal

- The Government agrees that exploring how central government partners with local government on a range of things including infrastructure delivery is essential, and that's why our "Infrastructure for the Future" plan includes developing national, city and regional deals.
- Currently, the Government is focussing on delivering key priorities in our 100-day plan, and making sure that key infrastructure projects already underway or in the planning stages can be realised.
- We need to make sure that city and region deals are fit for purpose and deliver for communities. They also need build on partnerships central government already has with iwi, councils and businesses and others.
- A one-size-fits-all approach for deals won't be appropriate, but we need a broad-framework on how they operate in New Zealand.

s 9(2)(f)(iv) and s 9(2)(g)(i)

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s 9(2)(f)(iv) and s 9(2)(g)(i)

s 9(2)(f)(iv) and s 9(2)(g)(i)



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