

4 October 2021

Bevan Woodward
bevan@betterworldnz.com

REF: OIA-8764

Dear Bevan

Request made under the Official Information Act 1982

Thank you for your email of 6 September 2021 requesting the following information under the Official Information Act 1982 (the Act):

1. *When and how did NZTA give final sign-off to the NLTP 2021-24?*
2. *How has NZTA ensured that NLTP 2021-24 gives effect to the GPS on Land Transport as required by the LTMA 2003?*
3. *Please advise the forecast results for indicators 1 – 31 (per Section 2.6 of GPS 2021-31) compared against 2020 as a reference, based on the implementation of NLTP 2021 - 2024.*
4. *Please advise NZTA's predictions for greenhouse gas emissions from land transport for the years 2021 – 2031.*
5. *When and how did NZTA give final sign-off to NZTA's "Investment Prioritisation Method for 2021-24 NLTP"?*
6. *Please provide a copy of the reports, analysis and advice that was relied on or pertain to Questions 1, 2, 3, 4 and 5 above.*

I will answer each of your questions in turn.

1. When and how did NZTA give final sign-off to the NLTP 2021-24?

The Waka Kotahi NZ Transport Agency's Board approved adoption of the 2021-24 National Land Transport Programme (NLTP) at its meeting on 31 August 2021. An earlier paper recommending adoption of the 2021-24 NLTP was presented at a meeting on 19 August 2021. However, a decision on adoption was deferred pending confirmation of possible Crown financing to supplement base National Land Transport Fund revenue and an update to the programme as a result.

2. How has NZTA ensured that NLTP 2021-24 gives effect to the GPS on Land Transport as required by the LTMA 2003?

The 2021-24 NLTP is published on the Waka Kotahi website: www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2021-24-nltp/. It contains detailed statements on how the NLTP gives effect to the Government Policy Statement on Land Transport 2021-31 (GPS) (pages 16-21 and 27-51 of the NLTP).

3. Please advise the forecast results for indicators 1 – 31 (per Section 2.6 of GPS 2021-31) compared against 2020 as a reference, based on the implementation of NLTP 2021 - 2024.

An analysis of forecast results was not undertaken. The indicators will be used to monitor progress in achieving the GPS priorities. Some indicators may be reviewed and updated during the course of the NLTP.

4. Please advise NZTA's predictions for greenhouse gas emissions from land transport for the years 2021 – 2031.

Waka Kotahi has considered the emissions impact of the NLTP in a number of ways.

In preparing the NLTP, Waka Kotahi is required to give effect to the GPS. The NLTP, which has been publicly released, describes how Waka Kotahi gives effect to the climate change priority in the context of GPS 2021, including identification of investment that contributes to the GPS objective of reducing emissions – such as the \$910 million investment in walking and cycling networks and \$5 billion investment in public transport in the NLTP 2021-24 (see in particular pages 35-37 and 43-46 of the NLTP).

As part of its analysis, an assessment was undertaken using the Waka Kotahi Climate Assessment Tool for Investment (CATI). This was completed on 30 August 2021.

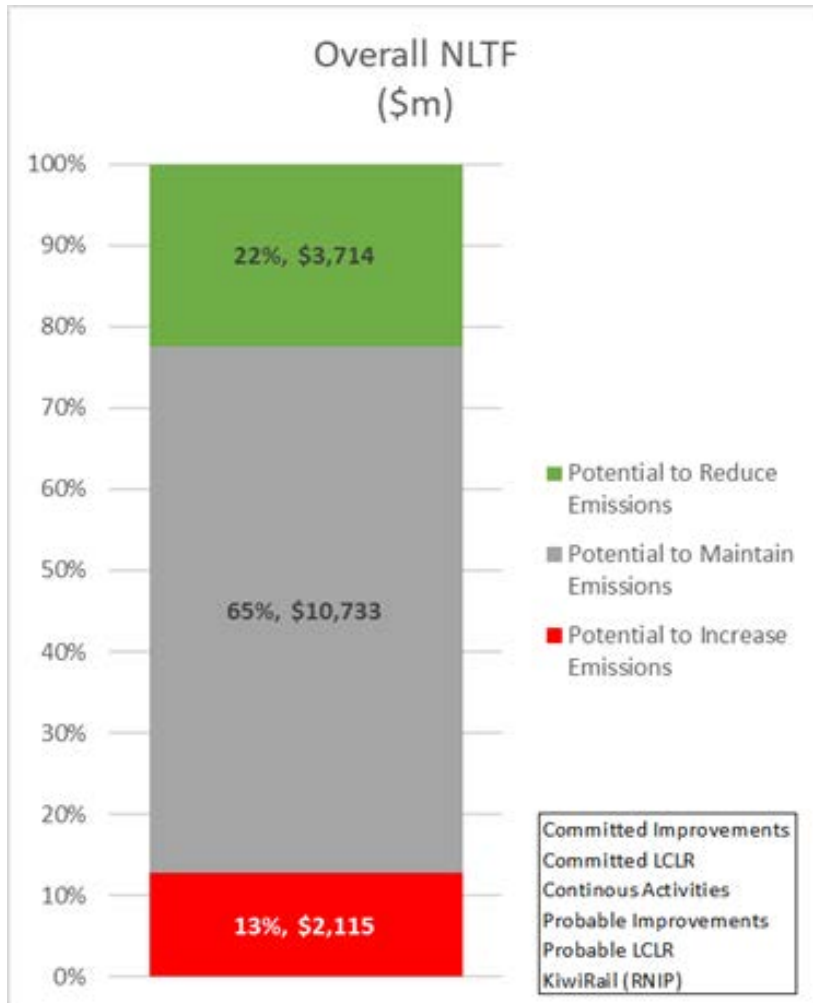
CATI is a new tool and remains in development. Its application, therefore, comes with some important caveats. In particular, CATI provides:

- a qualitative not quantitative profile of an investment programme in terms of its potential to increase or reduce emissions
- in the case of the NLTP, a three-year snapshot focused on the potential of investment to increase or reduce enabled emissions (i.e. vehicle use) not construction or operating emissions
- an assessment of activities included in the NLTP across three categories:
 - potential to increase emissions (e.g. increasing road capacity for vehicles)
 - potential to maintain emissions (e.g. operations, maintenance, and business cases)
 - potential to reduce emissions (e.g. public transport and active modes).

Overall, 13 percent of the proposed investment in the NLTP 2021-24 has the potential to increase emissions, 65 percent has the potential to maintain emissions and 22 percent has the potential to reduce emissions. This investment includes funding of activities that have already been approved and committed in prior NLTP periods.

The graph over the page shows the emissions reduction potential of the NLTP 2021-24 overall (this overall National Land Transport Fund investment profile contains committed improvements, committed Low Cost Low Risk, continuous activities, probable improvements, probable Low Cost Low Risk activities and KiwiRail investment).

Figure 1 – Emissions Reduction Potential of the NLTP 2021-24



5. When and how did NZTA give final sign-off to NZTA's "Investment Prioritisation Method for 2021-24 NLTP"?

Following a period of consultation with the sector on the Investment Prioritisation Method (IPM) the Waka Kotahi Board signed off the IPM at its December 2020 meeting (page 8) which can be found here: www.nzta.govt.nz/assets/About-us-2/docs/board-meeting-minutes-2020/minutes-20201221.pdf.

6. Please provide a copy of the reports, analysis and advice that was relied on or pertain to Questions 1, 2, 3, 4 and 5 above.

Waka Kotahi is currently preparing a proactive release of papers relating to the development and confirmation of the NLTP-2021-24. Papers relating to the NLTP will soon be proactively released on our website; therefore, I am refusing this part of your request under section 18(d) of the Act.

We anticipate publishing the proactive release before the end of October 2021. We will provide you with a link to our proactive releases page when the information becomes available.

Under section 28 of the Act, you have the right to ask the Ombudsman to review my decision to partially refuse this request. The contact details for the Ombudsman can be located at www.ombudsman.parliament.nz.

If you would like to discuss this reply with the Waka Kotahi NZ Transport Agency, please contact Ministerial Services, by email to official.correspondence@nzta.govt.nz.

Yours sincerely

A handwritten signature in black ink, appearing to read 'H. Cattermole', written in a cursive style.

Howard Cattermole
Chief Financial Officer