

11 October 2021

Anatole Sergejew
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REF: OIA-8810

Dear Anatole

Request made under the Official Information Act 1982

Thank you for your email of 19 September 2021 requesting the following information under the Official Information Act 1982 (the Act):

Section 35 of the Land Transport Management Act 2003 requires the Agency to consider the needs of persons who are transport disadvantaged when preparing any programme. Appendix 6 of the AT Regional Public Transport Plan 2018-2028 identifies groups more likely to be transport disadvantaged in Auckland, including:

- 1. people with low income,*
- 2. new immigrants and*
- 3. high deprivation neighbourhoods.*

Could you please advise how and the degree to which the Auckland component of the current National Land Transport Programme identifies and considers the needs of transport disadvantaged persons from these three groups.

A key mechanism used by Waka Kotahi NZ Transport Agency to ensure that transport funding is directed towards communities with the greatest need is the setting of funding assistance rates (FARs). FARs are the funding contribution, represented as a percentage of total cost, that we provide as co-investment from the National Land Transport Fund (NLTF) to councils and other approved organisations for eligible projects and activities. FARs are calculated for each council or other approved organisation.

The Waka Kotahi methodology for determining FARs takes into account factors materially affecting delivery and affordability. One of these is the index of deprivation. This is a demographic index published by the University of Otago and used by the Ministry of Health, which provides a measure of the relative wealth of communities. Other factors being equal, communities with a higher rating on the deprivation index receive higher FARs. In the case of Auckland, the FAR is 51 percent. Other FARs range up to 75 percent (or 88 percent in the case of the Chatham Islands). The FAR rates are reviewed prior to each new National Land Transport Programme (NLTP).

There are a hierarchy of documents that Waka Kotahi must give effect to or consider when developing the NLTP. Waka Kotahi is required to:

- give effect to the Government Policy Statement on Land Transport (GPS) 2021
- contribute to the purpose of the Land Transport Management Act 2003 which is to contribute to an effective, efficient, and safe land transport system in the public interest
- take into account the Regional Land Transport Plans (RLTP) of councils, as well as any National Energy Efficiency and Conservation Strategy (NEECS), relevant National Policy Statement (NPS), relevant National Policy Statements (NPS), relevant Regional Policy Statements (RPS) and any plans in force under the Resource Management Act 1991.

The Waka Kotahi Investment Prioritisation Method (IPM) for the 2021–24 NLTP is used to assess and prioritise proposals seeking inclusion in the NLTP. The IPM is required to give effect to the GPS 2021. The IPM does not contain specific criteria relating to transport disadvantaged for the purposes of prioritising activities in the NLTP.

However, NLTP decisions rely on Waka Kotahi partners appropriately considering the transport disadvantaged when they are preparing their programme and activities for submission. As an example, public transport services in Auckland are required to be consistent with the AT RLTP which sets out requirements for providing accessible services to groups likely to be transport disadvantaged.

If you would like to discuss this reply with Waka Kotahi, please contact Gareth Hughes, National Land Transport Programme Development Manager, by email to gareth.hughes@nzta.govt.nz or by phone on (04) 894 6244.

Yours sincerely



Howard Cattermole
Chief Financial Officer