

Hon Simeon Brown

MP for Pakuranga

Minister for Energy

Minister of Local Government

Minister of Transport

Minister for Auckland

Deputy Leader of the House



Cassandra Crowley

Acting Chair, NZ Transport Agency Waka Kotahi

info@cassandracrowley.com

Dear Cassandra,

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In addition, I understand that NZTA has been developing programmes with stakeholders to reduce vehicle kilometres travelled (VKT) by the light vehicle fleet, using funding from the Climate Emergency Response Fund. I am giving notice to the Agency to end its work on these programmes, and to not commit any further funding to local authorities (beyond existing contractual obligations) to develop these programmes. This replaces the expectations in the 16 May 2022 letter of expectations from the Minister of Transport to the Chair of the Board (and any subsequent changes to that letter and any letter from the Minister of Transport replacing that letter) regarding this funding.

I appreciate Out of scope your work with local authorities on VKT programmes.

Thank you for your understanding as we work through these changes. I look forward to working with the NTZA to deliver the Government's objectives.

Yours sincerely



Hon Simeon Brown
Minister of Transport

Copy to: Brent Alderton, brent.alderton@nzta.govt.nz

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MINISTERIAL BRIEFING NOTE

Subject Crown Funding delivery
Date 28 November 2023
Briefing number BRI-2886

Contact(s) for telephone discussion (if required)				
Name	Position	Direct line	Cell phone	1 st contact
Richard May	Chief of Staff	04 894 6462	[REDACTED]	✓

Action taken by Office of the Minister

- Noted
- Seen by Minister
- Agreed
- Feedback provided
- Forwarded to
- Needs change [please specify]
- Withdrawn
- Overtaken by events

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28 November 2023

Hon Simeon Brown– Minister of Transport

CROWN FUNDING DELIVERY

Purpose

1. This briefing provides you with an overview of Vote Transport Crown funding that the New Zealand Transport Agency (the Agency) is delivering. It outlines general background and context around the role of Crown funding, an overview of current Crown funded initiatives the Agency is responsible for, and detail on achievements and delivery to date. You are also provided with an outline of key upcoming milestones for specific Crown funded initiatives that may assist with your responsibilities as Minister of Transport, where appropriate.
2. This briefing forms part of the wider Agency material intended to support you in your role as Minister of Transport. It expands on the higher-level Crown funding overview set out in the Agency's Briefing to the Incoming Minister (BIM), and the suite of proactive briefings on key aspects of the transport system. Supplementary information on the initiatives outlined, or any other aspects of Crown funded transport investment, can be provided at your request.

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- The Climate Emergency Response Fund (CERF) delivery programme

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Climate Emergency Response Fund (CERF) delivery programme

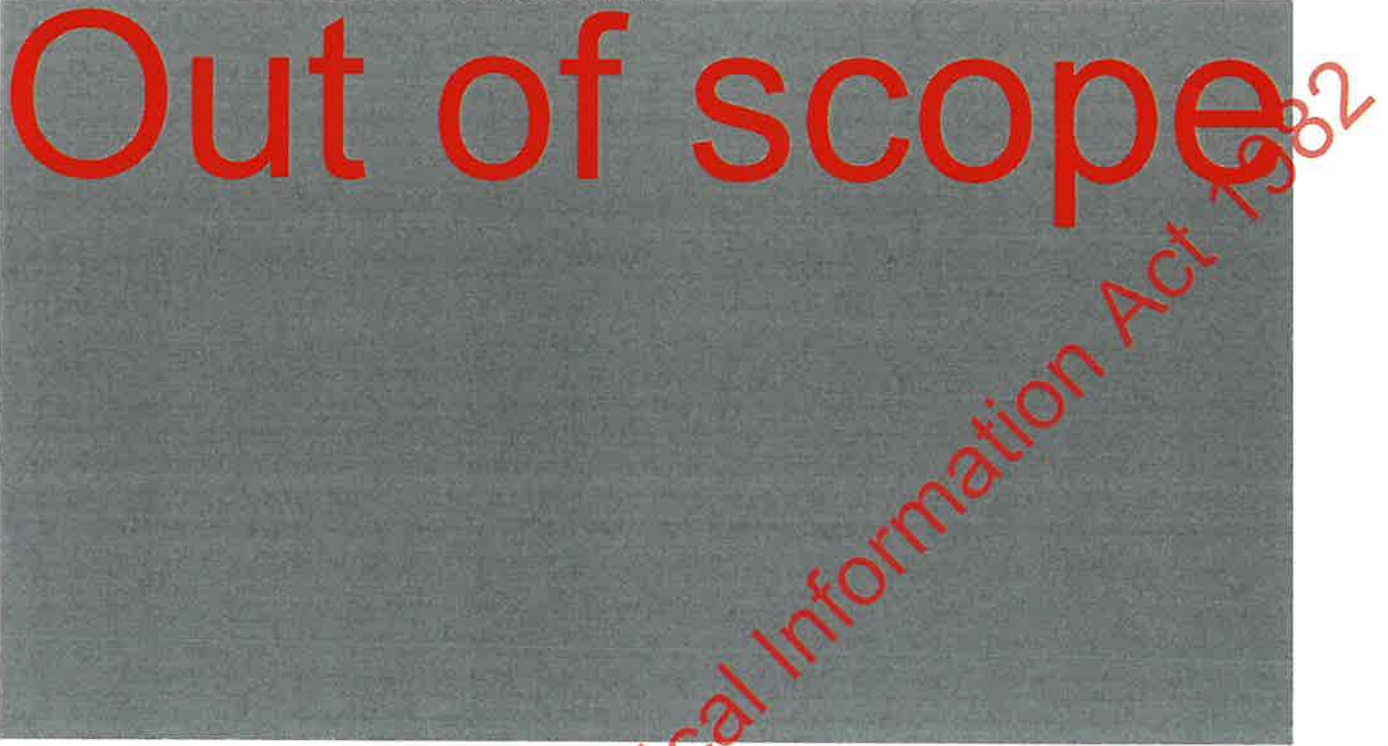
- 68. The Government established CERF as an ongoing, multi-year funding mechanism to support New Zealand's transition to a low-emissions and climate-resilient economy in a way that protects vulnerable communities in line with the Emissions Reduction Plan (ERP) and National Adaptation Plan (NAP). It comprises revenue from the New Zealand Emissions Trading Scheme.
- 69. The CERF may be used to support the implementation of transport activities with a focus on emissions reduction and/or mitigating the impacts of climate change, as a means of supplementing GPS investment.

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- 71. The Agency manages the CERF funded initiatives it is responsible for as a single CERF Programme, initially with four delivery programmes:

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- Transport Choices
- [Light] Vehicle Kilometres Travelled (VKT) reduction planning
- Public Transport
- Vehicle Transition (now ceased).



Light Vehicle Kilometres Travelled (VKT) reduction planning

77. The Agency's VKT reduction planning programme gives effect to committed actions under the ERP to reduce reliance on cars, and support people to walk, cycle and use public transport.

78. Through Budget 2022, the Agency received \$22.5 million to progress its VKT initiatives. In August 2023 the Government asked the Agency to identify \$50 million of savings from the total appropriation being used to fund the programme. The VKT programme allocation was therefore reduced by \$7 million, meaning the current total is \$15.5 million. The programme primarily comprises developing:

- a national VKT reduction plan to achieve targets set under the ERP (a 20% reduction in light VKT relative to predicted levels of travel in 2035). The plan remains in draft until reviewed by the Minister of Transport and approved by the Agency's Board.
- Tier 1 Council Urban VKT Reduction Programmes. The Agency is working closely with local government and iwi in each Tier 1 urban area to develop urban VKT reduction programmes by 30 June 2024.

79. As of 31 October 2023, \$3.9 million of VKT programme funding has been spent (from \$8.8 million in funding commitments), with a further \$3 million forecast to be drawn down by June 2024.



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Appendix 1: Major Crown funded programme status

Out of scope

The Climate Emergency Response Fund
(CERF) delivery programme

AMBER

The programme status is AMBER. Funding commitments for both Transport Choices and the VKT reduction planning work are paused until further direction is received from the incoming Minister of Transport.

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From: [Anita Waring](#)
To: [Dominic Cowell-Smith](#); [Helen Fiona White](#)
Cc: [Bronwyn Turley](#); [Hugh Mazey](#); [Joanna Heard](#)
Subject: RE: URGENT RE: [Call for Evidence](#)
Date: Monday, 11 December 2023 5:10:00 pm
Attachments: [Ashburton District Council.docx](#)
[Letter to Chair of NZTA.docx](#)
[image001.png](#)

Hi Helen and Dom

Following the legal review of the VKT paragraph, I have attached the most recent versions of the letters for the Minister's review.

As requested, we have inserted content in the letter to the Chair of NZTA, and RCAs, about NZTA ceasing further work on the VKT reduction programmes. [9\(2\)\(g\)\(i\)](#)

[Redacted]

9(2)(h)

The Ministry will need to work with NZTA to manage the wind down of activity, and how any reasonable costs incurred by NZTA are covered. Furthermore, some local authorities (in large 'Tier 1' urban areas) may still complete VKT reduction programmes/plans for their areas after you notify NZTA to stop work on these programmes, as these local authorities have already received funding to deliver these programmes and they may choose to complete this work without further NZTA involvement. For example, Auckland's programme is almost complete. Greater Wellington regional council has also been developing a programme without CERF funding.

Thanks

Anita Waring
Kaitohutohu | Adviser, Safety
Te Manatū Waka | Ministry of Transport

[s 9\(2\)\(a\)](#)

Please note, I do not work Wednesdays

[Redacted]

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