

# Ngā tāpiritanga

Appendices  
(unaudited)



## Appendix 1:

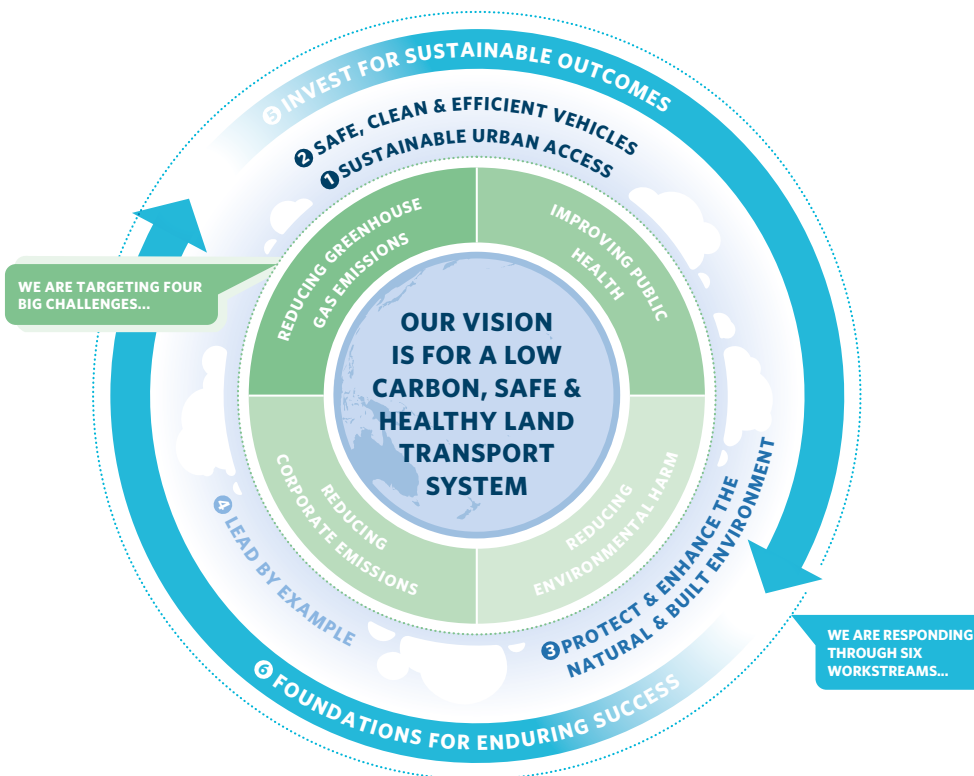
# Monitoring the progress of Toitū Te Taiao, our sustainability action plan

Our vision is a low carbon, safe and healthy land transport system. Toitū te Taiao, our sustainability action plan,<sup>26</sup> sets out how we will achieve our vision by responding to the challenges of reducing land transport emissions, helping to improve public health, reducing environmental harm and reducing our corporate emissions (see figure 18).

Toitū te Taiao will be refreshed in 2022/23 to respond to our changing context, including the Emissions Reduction Plan and Carbon Neutral Government Programme.

Measuring and monitoring our progress is essential for showing whether and how we are delivering on our commitment to care more for the environment. We have published two sustainability monitoring reports,<sup>27</sup> and our latest progress is summarised in table 9.

Figure 19 Toitū Te Taiao, our sustainability action plan



<sup>26</sup> Waka Kotahi (2020) Toitū te taiao: Our sustainability action plan. [www.nzta.govt.nz/about-us/about-waka-kotahi-nz-transport-agency/environmental-and-social-responsibility/toitu-te-taiao-our-sustainability-action-plan](http://www.nzta.govt.nz/about-us/about-waka-kotahi-nz-transport-agency/environmental-and-social-responsibility/toitu-te-taiao-our-sustainability-action-plan)

<sup>27</sup> Waka Kotahi (2020) Tiakina te taiao: Our sustainability monitoring report. [www.nzta.govt.nz/assets/resources/tiakina-te-taiao/tiakina-te-taiao-sustainability-monitoring-report.pdf](http://www.nzta.govt.nz/assets/resources/tiakina-te-taiao/tiakina-te-taiao-sustainability-monitoring-report.pdf) and Waka Kotahi (2021) Tiakina te taiao: Our sustainability monitoring report. [nzta.govt.nz/assets/resources/tiakina-te-taiao/tiakina-te-taiao-sustainability-monitoring-report-october-2021.pdf](http://nzta.govt.nz/assets/resources/tiakina-te-taiao/tiakina-te-taiao-sustainability-monitoring-report-october-2021.pdf)

Table 9 Progress against Toitū Te Taiao

## Reducing greenhouse gas emissions

We want to mitigate climate change by reducing land transport greenhouse gas emissions.

| Long term outcome  | Measure   | Status (against baseline) | Desired trend                 | 2021 Actual*  | 2020 Actual                          | 2018 Baseline                        |
|--|---|---------------------------|-------------------------------|---|--------------------------------------|--------------------------------------|
| Net zero land transport greenhouse gas emissions by 2050 | <b>Emissions</b><br>Total kilotonnes (kt) of carbon dioxide (CO <sub>2</sub> e) emitted from travelling on the road network   | Not achieved              | Decreasing (from 2020 actual) | 12,203 kilotonnes of CO <sub>2</sub> e <sup>A</sup> | 12,002 kilotonnes of CO <sub>2</sub> | 11,700 kilotonnes of CO <sub>2</sub> |
|  | New Zealanders travelled 48.6 billion kilometres on the road network in 2021, emitting a total of 12203 kt of CO <sub>2</sub> e during the year. Greenhouse gas emissions from the land transport system have continued to increase over several decades. This increase reflects a similar increase in travel by the light vehicle fleet. How quickly emissions reduce depends on the implementation of policies in response to the advice of He Pou a Rangi Climate Change Commission, supported by actions we and our partners undertake. |                           |                               |   |                                      |                                      |

\*Emissions data is reported for the previous calendar year. Refer ENV1 result and commentary on page 33 for further detail.

## Improving public health

We want to reduce harmful land transport-related air and noise pollution and enable more people to safely use active modes.

We are currently able to report on air quality and have provided an interim measure of the share of travel by cycling. We are not yet able to provide an update on exposure to road traffic noise, as noise mapping is not updated every year due to the effort required and because the overall national level of noise exposure is unlikely to change significantly from year to year. The next update will be for 2020 noise levels and will be published as part of our commissioned research on the social cost (healthy) of land transport noise exposure in late 2022.

| Long term outcome   | Measure   | Status (against baseline)         | Desired trend                 | 2021 Actual                  | 2020 Actual                  | 2018 Baseline                |
|---|---|-----------------------------------|-------------------------------|------------------------------|------------------------------|------------------------------|
| No harm from land transport air and noise emissions   | <b>Air quality<sup>B</sup></b><br>Nitrogen dioxide (NO <sub>2</sub> ) emissions | NO <sub>2</sub> :<br>Not achieved | Decreasing (from 2020 actual) | NO <sub>2</sub> :<br>6.6kt   | NO <sub>2</sub> :<br>6.7kt   | NO <sub>2</sub> :<br>6.5kt   |
|   | Fine particulate matter (PM <sub>2.5</sub> ) emissions                          | PM <sub>2.5</sub> :<br>Achieved   |                               | PM <sub>2.5</sub> :<br>1.3kt | PM <sub>2.5</sub> :<br>1.5kt | PM <sub>2.5</sub> :<br>1.7kt |
| Health and Air Pollution in New Zealand (HAPINZ 3.0), a cross-government research project, estimates that transport-related air pollution contributes to 2250 premature deaths per year. From 2018 to 2021, NO <sub>2</sub> emissions from the road transport system increased by 1 percent and PM <sub>2.5</sub> emissions reduced by 27 percent (see Emissions measure above for commentary regarding increased emissions). |   |                                   |                               |                              |                              |                              |

## Reducing environmental harm

We want to improve resource efficiency and waste management and reduce adverse effects of land transport on biodiversity and water quality.

We are working on developing measures to capture our efforts to reduce environmental harm, including measures of resource efficiency, compliance with our legal obligations, support to enhance biodiversity and protection of water bodies.

## Reducing corporate emissions

We want to reduce our corporate footprint.

| Long term outcome             | Measure  | Status (against baseline) | Desired trend                    | 2021/22 Actual                                    | 2020/21 Actual                    | 2018 Baseline                                 |
|-------------------------------|--|---------------------------|----------------------------------|---|-----------------------------------|---|
| Waka Kotahi is carbon neutral | Emissions<br>Total corporate emissions (tonnes of CO <sub>2</sub> – tCO <sub>2</sub> ) | Achieved                  | Decreasing (from 2020/21 actual) | 1,721.06 tonnes of CO <sub>2</sub> e <sup>A</sup> | 2910.95 tonnes of CO <sub>2</sub> | 3619.71 tonnes of CO <sub>2</sub> (June 2020) |

Waka Kotahi has made good progress in reducing its corporate emissions over the last three years. However, it is important to note that the result for 2021/22 has been affected by extensive COVID-19 lockdowns and travel restrictions, and that the reduction observed over the last year will be hard to maintain over 2022/23.

We also need to do more work to ensure this measure captures multiple sources of corporate emissions. At present it only captures emissions from staff travel and excludes emissions from staff commuting and other supply chain emissions. Over 2022/23, we will work on incorporating these other emissions sources into our measurement approach.

<sup>A</sup> in 2021/22 the unit of measurement for this emissions measure was changed from CO<sub>2</sub> to CO<sub>2</sub>e (CO<sub>2</sub> equivalent). While we have retrospectively updated data from previous years in our systems, we have not changed the prior year actuals presented in this annual report. The calculation method is also different to that which the Ministry for the Environment uses for the national greenhouse gas emissions inventory, so the numbers from the two methods are not directly comparable.

<sup>B</sup> The figures are slightly different from those in previous monitoring reports. This is due to ongoing updates of the Vehicle Emissions Mapping Tool with the latest emission factors from the Vehicle Emission Prediction Model, which are also applied to previous year.

## Appendix 2:

# Climate-related disclosures

## Introduction

The Task Force on Climate-related Financial Disclosures (TCFD) created a framework for organisations to manage risks, identify and seize climate-related business opportunities, and disclose reliable information about the risks and opportunities to investors. Aotearoa New Zealand Climate Standards, proposed by the External Reporting Board, have incorporated the TCFD recommendations and will apply them to the climate reporting entities when the standards are published in December 2022.

While not a climate reporting entity, Waka Kotahi has identified climate change as a key strategic risk and material issue and is working to better understand and manage its exposure and responses. We are committed to supporting a resilient and low carbon economy through our climate-change mitigation and adaptation planning and activities. We began providing voluntary disclosures under the TCFD framework in the 2020/21 annual report and will continue to refine and expand our disclosures. We are still improving our approach but view this reporting as an important way to provide greater transparency to our stakeholders and the community.

The following sections summarise our progress on each of the TCFD themes of governance, strategy, risk management and metrics and targets. Some of our key developments over the past two years include: establishing the Climate Change and Sustainability Executive Leadership Team subcommittee; and identifying and reporting on strategic risks related to Waka Kotahi taking action to mitigate climate change.

## Governance – how we govern climate-related risks and exposures

Our Board and executive are clear on the importance of understanding and responding to climate change. The Climate Change and Sustainability Executive Subcommittee provides direction and oversight of our environmental sustainability, climate change, and public health responsibilities and opportunities.

## Disclosures

### Board oversight of climate-related risks and opportunities

- Improvements have been made to ensure climate-related considerations are routinely presented to the Board. The standard board paper template has been amended to include this information.
- In 2022/23, this will include Tiro Rangi and our readiness for the actions in the National Adaptation Plan.

## Management's role in assessing and managing climate-related risks and opportunities

- A central Risk and Assurance team oversees all enterprise risks, including climate-related risks and is responsible for regular enterprise risk reporting and escalations to the executive and the Risk and Assurance Committee. Climate change risk is a key strategic risk and is owned and reported by the executive to the Board and its Risk and Assurance Committee.
- The newly established Climate Change Portfolio team reports to the Climate Change and Sustainability Executive Subcommittee and has delivery oversight for monitoring, risk and assurance. The team is supported and advised by senior leaders from across Waka Kotahi involved in mitigation and adaptation activities.
- The Environment and Sustainability team sets strategic direction and monitors climate change mitigation activities. The Tiro Rangi project team is developing the strategic direction for climate change adaptation.
- Our corporate sustainability is managed centrally through the corporate support team, and we are now entering our second financial year of measuring emissions reductions against baseline.

## Strategy

Climate-related risks and opportunities are represented in our key strategic and planning documents, detailed in this section.

## Disclosures

### Identification of climate-related risks and opportunities over the short, medium and long term

#### Climate change mitigation

- Through Toitū Te Taiao, we adopted the Avoid-Shift-Improve framework for sustainable transport and reducing transport emissions, and this framework has framed our input into the government's ERP. The framework also supports a variety of opportunities to improve transport outcomes such as improving access to public transport and improving public health and reducing environmental harm.
- We will respond to the transport actions in the government's ERP, launched in May 2022. This includes reviewing Keeping Cities Moving, a plan for mode shift, so it aligns with the relevant targets in the ERP and transitioning mode-shift plans to light vehicle kilometres travelled reduction plans.
- The Carbon Neutral Government Programme requires us to transition to lower emission transport infrastructure and to measure transport infrastructure emissions, set reduction targets and report on progress. We are reviewing the risks and opportunities of this programme and developing a memorandum of understanding with the Ministry for the Environment Te Manatū Mo Te Taiao to confirm how we will meet the programme's reporting requirements.

#### Climate change adaptation

- The Waka Kotahi National Resilience Programme Business Case identifies and rates nationally important risks from natural hazards (including an initial scan of those related to climate) in the Aotearoa New Zealand land transport system. It also identifies responses that would address a range of system-wide resilience issues. This was guided by the Waka Kotahi Resilience Framework (2018) which outlines our aspirations in managing system hazard risks, including climate change risk as an emerging driver, key challenge and informs some objectives.

## Impact of climate-related risks and opportunities on the organisation's businesses, strategy and financial planning

- The Government Policy Statement on land transport for 2021/22 to 2030/31 provides direction for land transport investment over a 10-year period and is given effect through investments proposed in the National Land Transport Programme (NLTP). The Government Policy Statement identifies climate change as one of four strategic priorities, and investment made through the 2021-24 NLTP will include investment to support emission reductions and increased resilience of the transport system.
- Climate-related risks and opportunities are embedded in our business and strategic planning at different levels:
  - **Arataki** is our 10-year view of what is needed to deliver on the priorities and objectives of the land transport system. It identifies that addressing the challenges of climate change mitigation and adaptation requires a step-change by the transport system.
  - **Te Kāpehu** is our strategic direction. Environmentally sustainable is one of four system outcomes. This outcome is about reducing harm to and improving the environment with a focus on reducing greenhouse gas emissions. The outcome effectively and efficiently moving people and freight covers resilience aspects of climate adaptation.
  - **Toitū Te Taiao** is our sustainability action plan. It provides near term direction on climate change mitigation. It focuses on sustainable urban access, safe and clean vehicles, and reducing corporate emissions.
  - **Keeping Cities Moving** is our national mode shift plan that is connected to the focus of Toitū Te Taiao on sustainable urban access. The ERP requires Waka Kotahi to revise the national plan and reposition it as the national light vehicle kilometres travelled reduction plan.
  - **Te Hiringa o Te Taiao** is our resource efficiency strategy. This strategy and its policy support our commitment to use resources sustainably with minimal environmental impact. This strategy will guide us in reducing the environmental impact of our work and the operational and embodied carbon emissions created in our projects and maintenance work.
  - **Tiro Rangi**, our climate adaptation plan, will provide direction for the near, medium and long term for adapting to the impacts of climate change and responding to the National Adaptation Plan.
  - **Financial planning and investment decision making**, including improvements to our investment decision making framework for the NLTP, supports the assessment of greenhouse gas emissions impacts and adaptation to climate change.
  - We are supporting The Treasury and Te Manatū Waka Ministry of Transport in the **review of the land transport revenue system**. Understanding the long-term investment needs of the land transport system, including in response to climate change, and alternative funding and financing options will inform the future land transport funding model.

## Use of climate-related scenarios to understand the resilience of our strategy

- We assess climate risks at a network or project level. The next stage is to use climate-related scenarios to understand the resilience of our strategy to climate change impacts. We plan to support the development of cross-sector transport scenarios over the coming year to inform future climate-related enterprise risk assessment that includes both transitional and physical risks for Waka Kotahi.

## Risk management

We are preparing to engage external climate change risk experts to co-facilitate a full risk and opportunity assessment, including climate scenario analysis, to inform and support our work programme and climate change response. The objective of the risk assessment work is to expand and deepen the understanding of the potential physical, transition and financial risks to Waka Kotahi's strategic objectives and operational environment. This will help us develop an integrated and prioritised work programme and action plan.

## Disclosures

### Identifying and assessing climate-related risks

- Climate-related risk identification, assessment and management will be undertaken using our enterprise risk management framework developed in accordance with ISO 31000:2018. This will assess all climate-related risks and include mitigation and adaptation (ie physical and transition risks).

### Managing climate-related risk

- We are developing a climate adaptation plan (Tiro Rangi) to be published late 2022. The plan will outline how we will respond to a changing climate and increasing climate risk through the development, management, and operation of the land transport system.
- Some medium-term transition risks have been identified and managed as we have been responding to cross government work on the ERP, the Carbon Neutral Government Programme and the Climate Emergency Response Fund. The project and programme framework includes risk management requirements for review, reporting and escalation of risks and help ensure objectives of these critical schemes are achieved.
- We will use five key steps for managing climate related risks. These include identification of all relevant risks, analysis of causes, consequences and effective controls, evaluating the risk for level of severity and further treating the risk if required. The climate change risk profile will then be monitored and regularly reviewed to capture and address any changes as well as assess the effectiveness of controls.

### Integrating climate-related risks into risk management

- Our enterprise risk framework covers all aspects of risk management, including management of evolving and emerging risks associated with climate change. The executive owns enterprise risks, which are reviewed and updated in the Waka Kotahi risk register quarterly. The Enterprise Risk and Assurance team facilitates this process. Following the review, action plans are updated to address gaps and incorporate all climate-related risks into general risk management across Waka Kotahi, which contributes to risk- and evidence-based decision making.



## Metrics and targets

Our metrics and targets are evolving in line with our strategic direction and the government's priorities. Te Kāpehu acknowledges the need to tackle climate change and emissions reduction through multiple interventions, and our targets are being updated to reflect the ERP.

## Disclosures

### Metrics used to assess climate-related risks and opportunities

- The strategic measures for Te Kāpehu environmentally sustainable outcome are on pages 33–35 and include:
  - greenhouse gas emissions from the land transport system
  - light vehicle travel in major urban areas
  - the proportion of the light vehicle fleet that is low or no carbon vehicles
  - points under the Infrastructure Sustainability Council's infrastructure sustainability rating scheme for applicable projects, including points for resource efficiency, climate adaptation and climate risk
  - our corporate carbon footprint.
- Toitū Te Taiao sets out long-term outcomes to 2050 and Tiakina Te Taiao, our sustainability monitoring report, sets up measures to monitor progress towards the outcomes listed above (appendix 1, pages 178–180).
- Te Kāpehu includes measures under the efficiently and effectively moving people and freight outcome that are climate related (see pages 41–44), including:
  - light vehicle travel in major urban areas
  - the share of travel on public transport and active modes (walking and cycling)
  - access to key destinations using public transport and active modes.
  - freight mode share of road and rail.
- We will be looking to develop metrics related to adaptation to the impacts of climate change as part of Tiro Rangi.

### Scope 1, 2 and mandatory 3 greenhouse gas emissions

- We are tracking our scope 1, 2 and mandatory 3 corporate emissions through the Toitū Envirocare Carbonreduce certification programme.<sup>28</sup>
- Total gross provisional and unverified corporate emissions from 1 July 2021 to 30 June 2022 was 1,721.06 tonnes of carbon dioxide equivalent. For further information, including commentary on the latest results and a breakdown by emissions scope, see page 186.

<sup>28</sup> Toitū (No date) Carbon programmes & certification (webpage). [www.toitu.co.nz/what-we-offer/carbon-management](http://www.toitu.co.nz/what-we-offer/carbon-management)

## Targets used to manage climate-related risks and opportunities

### Climate mitigation targets

#### Enabled emissions

- We are supporting Te Manatū Waka in developing subnational reduction targets for light vehicle kilometres travelled and will work with local government to develop light vehicle kilometres travelled reduction plans as required by the ERP to transition to a lower emission transport system.
- For all environmental sustainability-related Te Kāpehu strategic measures (see pages 33–35), we have set medium-term targets and will align longer-term targets of those related to the transport sector with sector targets in the ERP as appropriate.

#### Infrastructure emissions

- Infrastructure (embodied) carbon emissions are covered as 'other material' scope 3 emissions under the Carbon Neutral Government Programme. We are improving our systems and processes, so we can collect the required data and will set targets once we better understand the total carbon footprint of our infrastructure development.

#### Corporate emissions

- The Carbon Neutral Government Programme wants the public sector carbon neutral from 2025. The targets for our corporate emissions are to reduce corporate-related carbon emissions below:
  - 2027 tCO<sub>2</sub>e by 30 June 2025 (44 percent decrease from the 2019/20 baseline of 3619.71 tCO<sub>2</sub>e)
  - 1629 tCO<sub>2</sub>e by 30 June 2030 (55 percent decrease from the 2019/20 baseline of 3619.71 tCO<sub>2</sub>e).

### Climate adaptation targets

- We do not yet have targets for climate adaptation. These will be set through Tiro Rangi.

## Appendix 3:

# Asset performance

All government agencies must report on the performance of their assets in their annual reports. Agencies must capture and use in internal management and decision-making processes relevant indicators of past and projected asset performance such as asset utilisation, asset condition and fitness for purpose.

## Performance of state highway assets

To monitor the status of our state highway assets we use the following four indicators. For measure definitions and data sources, see the explanatory notes on our website.

### Proportion of the state highway network that meets minimum asset condition requirements

In 2021/22 we worked to develop an aggregate measure of the proportion of the state highway network that meets minimum asset condition requirements. This indicator is important in the safe operation of roading network and helps identify sections that are below safety standards, are deteriorating or will require expensive treatment if not maintained at the right time. This indicator is a combination of previously reported pavement conditions (skid resistance, rutting and roughness). This measure is also included as an indicator for our meeting current and future needs outcome (MEET2, see page 50) and for the state highway maintenance output class (SHM2, see page 59).

|   | Target             | 2021/22              | 2020/21  | 2019/20 | 2018/19 | 2017/18 |
|---|--------------------|----------------------|--|---------|---------|---------|
| Proportion of the state highway network that meets minimum asset condition requirements | Baseline to be set | Baseline set: 97.04% | Prior year data calculated using new aggregate methodology (not reported previously) |         |         |         |
|   |                    |                      | 97.58%   | 96.67%  | 97.47%  | 96.84%  |

<sup>29</sup> Cabinet Office Circular CO (19) 6 superseded Circular CO (15) 5: Cabinet Office (2015) Investment management and asset performance in the state services (Circular CO (15) 5). [dpmc.govt.nz/sites/default/files/2017-03/coc\\_15\\_05\\_0.pdf](https://dpmc.govt.nz/sites/default/files/2017-03/coc_15_05_0.pdf) and Cabinet Office (2019) Investment management and asset performance in the state services (Circular CO (19) 6). [dpmc.govt.nz/sites/default/files/2019-10/co-19-6-investment-management-and-asset-performance-state-services.pdf](https://dpmc.govt.nz/sites/default/files/2019-10/co-19-6-investment-management-and-asset-performance-state-services.pdf)

<sup>30</sup> Waka Kotahi (no date) InfoHub (webpage). [infohub.transporthub.govt.nz/otcs/cs.dll?func=ll&-objaction=overview&objid=52863297](https://infohub.transporthub.govt.nz/otcs/cs.dll?func=ll&-objaction=overview&objid=52863297)

## Asset sustainability ratio

The asset sustainability ratio assesses the relationship between expenditure on asset renewals relative to depreciation, where depreciation is considered a measure accounting for decrease in the asset condition and monetary value of an asset due to use, wear and tear or obsolescence. It captures the extent to which assets are being renewed or replaced as they reach the end of their useful life and wear out. For example, the 2021/22 ratio for pavement assets broadly implies that, given the rate at which the asset is wearing out/depreciating, investment is at 60 percent of the level needed to sustain the asset base condition.

It is important to recognise that Waka Kotahi is not funded on a depreciation basis, nor does it fund local government on a depreciation basis. However, this form of analysis provides a high-level indication of the sustainability of investment level associated to asset renewal. This measure excludes expenditure on activities creating new or additional assets and undertaking maintenance that are used by Waka Kotahi in the wider management of the state highway infrastructure.

| Asset sustainability ratio <sup>A</sup> | Target             | 2021/22 | 2020/21 | 2019/20 | 2018/19 | 2017/18 |
|---|--------------------|---------|---------|---------|---------|---------|
| Pavement (base)                         | Baseline to be set | 59.97%  | 68.59%  | 70.15%  | 80.81%  | 95.02%  |
| Pavement (surface)                      |                    | 51.51%  | 57.43%  | 69.21%  | 82.06%  | 84.51%  |
| Drainage                                |                    | 13.82%  | 20.00%  | 19.19%  | 15.13%  | 23.10%  |
| Traffic facilities                      |                    | 14.84%  | 15.61%  | 17.14%  | 21.10%  | 22.66%  |
| Bridges                                 |                    | 29.53%  | 41.89%  | 35.11%  | 60.98%  | 95.40%  |

The declining trend in the asset sustainability ratio is, in part, due to the recent growth in asset stock and value arising from capital improvement programmes and indexation. Newer assets will have depreciation but no renewal spend for a significant period of time. Assets such as bridges, culverts (drainage), subways, tunnels and other structures can have longer lives and lower annualised renewal demands than the annual depreciation calculated on a straight-line financial profile. For example, for certain assets (such as the Auckland Harbour Bridge), implementing an ongoing maintenance programme can extend the asset's useful life, delaying the need for renewal or replacement, and slowing the rate of depreciation.

This means that the asset sustainability ratios may not fully reflect the total investment in these asset types, as the ratios only account for investment in renewal and replacement and don't account for investment in ongoing maintenance, or investment in new or other assets that may reduce the wear on existing assets. For example, the low asset investment ratio for traffic facilities reflects the comparatively lower value of these assets and the lower amount invested in their renewal, without accounting for the comparatively higher investment in ongoing maintenance of this asset type.

## Number of bridges with restrictions rated as high priority

This indicator is the total number of bridges along state highways with restrictions for all heavy motor vehicles that were assessed during the year as high priority.

|   | Target                    | 2021/22 | 2020/21 | 2019/20 | 2018/19 | 2017/18 |
|---|---------------------------|---------|---------|---------|---------|---------|
| Number of bridges with restrictions rated as high priority <sup>A</sup> | Maintaining or decreasing | 3       | 2       | 2       | 2       | 0       |

<sup>A</sup> As at October each year, as postings of heavy vehicle limits on bridges are renewed annually in October.

SH30 Kopaki Rail Overbridge and SH25 Waiwawa River Bridge have been high-priority bridges from 2018 to 2021. The Waiwawa River Bridge is being strengthened, with a scheduled completion date of late 2022. The Kopaki Rail Overbridge is being replaced, with a scheduled completion date of late 2023. SH39 Mangaotama Stream Bridge was posted as high priority in 2021. Replacement of its deck and beams has been completed, with the bridge reopening to traffic in June 2022. This bridge is expected to drop from the list in the next annual bridge posting in October 2023.

## Proportion of unplanned road closures resolved within standard timeframes

This indicator is the sum of all unscheduled road closure incidences with significant impact on road users that are addressed within standard protocol and timeframes, divided by the total number of road closure incidences. Reporting is split between road closures caused by weather events (such as snow, flooding, rock falls, slips and fallen trees) and those caused by other events (such as vehicle crashes, fire, obstructions, road works, spillage and public events). This measure is also included as an indicator for our efficiently and effectively moving people and freight outcome (RES1, see page 42) and for the state highway maintenance output class (SHM4, see page 60).

|                | Target | 2021/22 | 2020/21 | 2019/20 | 2018/19 | 2017/18 |
|----------------|--------|---------|---------|---------|---------|---------|
| Weather events | ≥50%   | 58.46%  | 56.76%  | 48.52%  | 56.69%  | 56.77%  |
| Other causes   | ≥90%   | 84.68%  | 85.69%  | 89.81%  | 91.64%  | 91.03%  |

The 2019/20 result for road closures caused by weather events was below target and significantly lower than in other years due to extended road closures in the South Island in the first half of that year, with prolonged snow, ice and avalanche hazards over winter, as well as flooding and slips. Results went back to expected levels the following year, and improved this year.

Results for road closures caused by non-weather events have been decreasing in recent years. This year, we updated our memorandum of understanding on incident management with the New Zealand Police, Fire and Emergency New Zealand, St John Ambulance and Wellington Free Ambulance to set clearer expectations about incident management. Work has started across regions to embed the memorandum into processes for emergency services and into network operating contacts.

## Performance of information and communication technology assets

This section provides information on the performance of our information asset management systems, including our critical information technology and communications systems (ICT). We have five ICT asset performance measures across the categories of availability, condition and fit for purpose, which align with expectations for asset performance assessment as described in Cabinet Office Circular CO (19) 6.<sup>31</sup>

We continue to address additional technology system risks through our Technology Remediation Programme so systems are up to date, supported and secure and have redundancy for continual deliver of core services. Our risk-based view means critical services are addressed first. The following systems are critical based on the potential impacts on operational and business delivery resulting from any system failure or malfunctioning:

- ITS Network - telecommunications network infrastructure for our transport operations
- DYNAC - our advanced traffic management system
- Sydney Coordinated Adaptive Traffic System (SCATS)
- Driver Licensing Register (DLR)
- Motor Vehicle Register (MVR)
- FLIR - manages the closed-circuit television cameras used on state highways
- Automated Invoice Processing (AIP)
- National Incident and Event Management System (NIEMS)
- Transport Incident and Event Management System (TRIES).

For further information on our ICT asset performance measures, including a description of each measure, the matrix we use to determine incident priority, and a glossary describing these critical ICT systems, see the explanatory notes for our performance measures on our website.<sup>32</sup>

Percentage up-times generally decreased compared with last year because we needed to accommodate change and release cycles for projects. The number of priority 1 incidents increased, mainly due to the implementation of the updated DYNAC system. However, the overall priority outage time decreased, due to the high outage time for DLR and Landata in 2020/21.

<sup>31</sup> Cabinet Office (2019) Investment management and asset performance in the state services (Circular CO (19) 6). [dpmc.govt.nz/sites/default/files/2019-10/co-19-6-investment-management-and-asset-performance-state-services.pdf](https://dpmc.govt.nz/sites/default/files/2019-10/co-19-6-investment-management-and-asset-performance-state-services.pdf)

<sup>32</sup> [nzta.govt.nz/resources/annual-report-nzta](https://nzta.govt.nz/resources/annual-report-nzta)

| System name                  | Availability                    |         | Condition                           |         |                      |         |                      |         |
|------------------------------|---------------------------------|---------|-------------------------------------|---------|----------------------|---------|----------------------|---------|
|                              | Percentage up-time <sup>A</sup> |         | Priority 1 outage time <sup>B</sup> |         | Priority 1 incidents |         | Priority 2 incidents |         |
|                              | 2021/22                         | 2020/21 | 2021/22                             | 2020/21 | 2021/22              | 2020/21 | 2021/22              | 2020/21 |
| ITS Network                  | 99.76%                          | 99.84%  | 21.5h                               | 13.7h   | 8                    | 6       | 4                    | 4       |
| DYNAC                        | 99.88%                          | 99.93%  | 10.5h                               | 5.9h    | 12                   | 5       | 14                   | 5       |
| SCATS                        | 99.98%                          | 99.98%  | 2h                                  | 1.8h    | 1                    | 1       | 4                    | 1       |
| DLR and Landata <sup>C</sup> | 99.94%                          | 99.42%  | 5h                                  | 50.8h   | 5                    | 2       | 1                    | 5       |
| FLIR                         | 99.89%                          | 99.97%  | 10h                                 | 2.4h    | 1                    | 1       | 1                    | 6       |
| AIP                          | 99.82%                          | 99.73%  | 16h                                 | 24h     | 9                    | 1       | 0                    | 0       |
| NIEMS                        | 100.00%                         | 99.98%  | 0h                                  | 1.4h    | 0                    | 2       | 1                    | 4       |
| TREIS                        | 99.93%                          | 99.89%  | 6h                                  | 9.6h    | 6                    | 3       | 4                    | 3       |
| Total                        |                                 |         | 71h                                 | 109.6h  | 42                   | 21      | 29                   | 28      |

<sup>A</sup> The percentage of time the system is available for use.

<sup>B</sup> Average time for resolving a priority 1 incidents.

<sup>C</sup> Includes motor vehicle register (MVR), vehicle inspection service (LATIS) and road user charges (RUC).

We completed the upgrade of DYNAC and the system is now fit for purpose, and we are upgrading the ITS Network.

| System name                  | Fit for purpose <sup>A</sup>   |
|------------------------------|--|
| ITS Network                  | A project is under way to upgrade the network  |
| DYNAC                        | Currently fit for purpose. System was recently upgraded.   |
| SCATS                        | Currently fit for purpose.   |
| DLR and Landata <sup>B</sup> | Currently fit for purpose. An ongoing programme for technology resilience and security improvements in place.  |
| FLIR                         | Currently fit for purpose.   |
| AIP                          | Currently meets business needs. Work is under way to identify future requirements.   |
| NIEMS                        | Currently meets core requirements for Wellington Transport Operations Centre and Christchurch City Council but is not an integrated national event and incident management solution. A review is planned for 2024 to determine future direction. |
| TREIS                        | This is a legacy bespoke system for incidents we manage. A review is planned for 2024 to determine future direction.   |

<sup>A</sup> Langata business assessment was completed to determine whether the system still fulfils business requirements.

<sup>B</sup> Includes motor vehicle register (MVR), vehicle inspection service (LATIS) and road user charges (RUC).

## Appendix 4:

# Significant capital projects performance against milestones

| Project                                    | 2021/22 milestone  | 2021/22 result                       | Commentary  |
|--|--|--------------------------------------|---|
| <b>Manawatū Gorge replacement</b>          |  |                                      |   |
| Te Ahu a Turanga, Manawatū Tararua highway | Bulk earthworks commenced. Construction of main structures commenced.  | Achieved                             | Bulk earthworks and construction of major structures are progressing well.  |
| <b>Significant state highways</b>          |  |                                      |   |
| Pūhoi-Warkworth                            | Southern tie-in works completed.<br>Earthworks and pavements completed in all areas.<br>Intelligent transport system network integration testing completed.<br>Practical completion achieved.<br>Road open to traffic. | Not achieved                         | Southern tie-in works were completed, but the rest of the milestones were not achieved.<br>Planned service commencement date was delayed by the impact of COVID-19. The contractor is forecasting road opening in 2023                                    |
| Baypark to Bayfair Link Upgrade            | Ground improvement lattice completed. Underpass western and eastern portals completed.<br>Bridges 2 and 3 deck beams placed.   | Achieved                             | All milestones were achieved.<br>The three spans of bridge 1 at Bayfair were installed and Te Maunga intersection (bridges 2 and 3) is open to traffic.   |
| Transmission Gully                         | Practical completion.<br>Open to traffic.  | Good progress made, but not achieved | The road was opened to traffic in March 2022. Road opening completion was not achieved and is deferred to June 2023. COVID-19 lockdowns in August 2021 temporarily stopped on-site progress and led to prolonged negotiations about the impact (ongoing). |
| Peka Peka to Ōtaki                         | Open to traffic.   | Good progress made, but not achieved | The programme experienced several delays primarily due to COVID-19 disruption and impacts to the supply chain. Road opening is scheduled for late 2022 – this timeframe is under pressure due to COVID-19 and asphalt re-work.                            |



| Project  | 2021/22 milestone   | 2021/22 result                       | Commentary   |
|--|---|--------------------------------------|--|
| Ngā Ūranga to Pito-One walking and cycling                                 | Site established and main construction works commenced.   | Good progress made, but not achieved | Good progress was made, with the completion of the Interim Project Alliance Agreement phase finalising the target outturn cost for implementation. Detailed design is expected to start in August 2022. Construction is scheduled to begin in quarter 1 of 2023.   |
| <b>Significant investments in Auckland</b>                                 |   |                                      |  |
| Northern Corridor Improvements   | Practical completion of Northern Corridor Improvements.   | Good progress made, but not achieved | Due to delays from COVID-19 disruptions, practical completion was rescheduled to 2022/23 (after the year-end milestone was finalised). The Northern Busway extension was opened in May 2022 as an early deliverable. Practical completion is scheduled for May 2023.   |
| Additional Waitematā Harbour Connections                                   | Investigations into rapid transit routes well progressed. Preferred alignment identified.   | Not achieved                         | To enable stronger alignment with the Auckland Light Rail procurement process, project commencement was delayed. Initiation of the investigation process culminating in the preferred alignment being identified will start late 2022. While the commencement date of the business case phase has been delayed, completion is expected as scheduled. |
| Supporting Growth Alliance   | Northwest strategic corridors confirmed to enable progression to route protection. Pukekohe expressway and southern local investigations commenced. | Achieved                             | The northwest strategic corridors were confirmed and progression to route protection is under way. Pukekohe expressway and southern local investigations started. A decision on the emerging preferred option for Pukekohe expressway is expected in August 2022.  |
| <b>Significant investments in Wellington (Let's Get Wellington Moving)</b> |   |                                      |  |
| Central City and SH1 Walking and Cycling Safer Speed                       | Single stage business case, design and construction completed.  | Good progress made, but not achieved | The design and single stage business case were completed. Construction completion was affected by design delays and COVID-19 impacts on resourcing and the supply chain. Construction completion is expected in October 2022.  |

| Project                        | 2021/22 milestone   | 2021/22 result                       | Commentary  |
|--------------------------------|---|--------------------------------------|---|
| Golden Mile                    | Single stage business case and detailed design completed. | Progress made, but not achieved      | The single stage business case was approved in November 2021. Detailed design was not completed because the project was reprogrammed and 75 percent completion was targeted by June 2022 instead of full completion. Detailed design work is under way, and the pre-implementation phase began.   |
| Thorndon Quay & Hutt Road      | Single stage business case and detailed design completed. | Progress made, but not achieved      | The single stage business case was completed in May 2022. Detailed design has progressed slower than planned with 30 percent of the design for Thorndon Quay Hutt Road achieved and 70 percent of the design for Aotea Quay roundabout completed. Completion of the Aotea Quay and the Thorndon Quay Hutt Road detailed designs is expected in quarters 2 and 3 of 2022/23, respectively. |
| Mass Rapid Transit             | Indicative business case completed.                       | Good progress made, but not achieved | The indicative business cases for mass rapid transit and strategic highway improvements were combined to ensure stronger integration. A preferred option for light rail from the Wellington Railway Station to Island Bay was identified and supported by all partners. The indicative business case is in the final stage of development with completion due quarter 1 of 2023.          |
| Strategic Highway Improvements | Indicative business case completed.                       | Good progress made, but not achieved | The indicative business cases for mass rapid transit and for strategic highway improvements were combined to ensure stronger integration. A preferred option for light rail from the Wellington Railway Station to Island Bay was identified and is supported by all partners. The indicative business case is in the final stage of development with completion due quarter 1 of 2023.   |
| Managing Travel Demand         | Single stage business case completed.                     | Good progress made, but not achieved | The single stage business case is expected to be completed in September 2022.   |

| Project  | 2021/22 milestone  | 2021/22 result                       | Commentary  |
|--|--|--------------------------------------|---|
| City Streets   | Indicative business case completed. Single stage business cases for the Johnsonville - Ngā Ūranga and the Bowen Street projects commenced. | Achieved                             | The indicative business case was completed in September 2021. The Johnsonville - Ngā Ūranga single stage business case is under way, with the strategic case completed and approved and optioneering under way. The Bowen Street single stage business case is under way.   |
| Investments in regional connections                  |  |                                      |   |
| Loop Road North to Smeatons Hill safety improvements | Physical works for the southbound dual lanes awarded.  | Progress made, but not achieved      | The project was significantly delayed waiting for confirmation of the preferred corridor for the SH1 Whangārei to Port Marsden Highway project four-lane upgrade. As the upgrade is no longer proceeding, the design reverted to the original alignment, resulting in a further delay to the last stage of this project. The construction contract is scheduled to be awarded in quarter 2 of 2022/23.  |
| SH3 Awakino Tunnel Bypass                            | Final seals completed.   | Good progress made, but not achieved | The new road opened to traffic and the two totara pou were blessed in August 2021. Completion of pavement works was delayed and will continue after winter. This work will include rectification of surfacing defects. Project completion is expected in December 2022. Staff and supply chain disruptions due to COVID-19 also affected delivery.  |
| Mt Messenger and Awakino Gorge Corridor              | Practical completion of Rapanui passing lane and Tongapōrutu intersections.  | Achieved                             | Practical completion of the Rapanui passing lane and Tongapōrutu intersections was achieved in June 2022.   |
| Mt Messenger Bypass                                  | Compulsory land acquisition completed. Southern compound built. Construction in south zone commenced.                                      | Progress made, but not achieved      | Construction started in the south zone. However, the other milestones were not achieved. Compulsory land acquisition is being challenged through Land Information New Zealand to the Environment Court. This has resulted in more court hearings. The southern compound was delayed due to resource shortages, poor weather that affected ground preparations, and reprioritisation of activities. It is expected to be completed by December 2022. |

| Project                                   | 2021/22 milestone   | 2021/22 result                       | Commentary   |
|---|---|--------------------------------------|--|
| Nelson Future Access                      | Preferred plan identified.  | Achieved                             | A preferred plan was identified. The detailed business case was completed and endorsed by Nelson City Council and approved by the Waka Kotahi Board in December 2021.  |
| New Zealand Upgrade Programme – Transport |   |                                      |  |
| SH1 Whangarei to Port Marsden             | Business case completed, endorsed by the Waka Kotahi Board and submitted to the Minister for approval.  | Good progress made, but not achieved | The project was significantly delayed waiting for confirmation of the preferred corridor for the SH1 Whangārei to Port Marsden Highway project four-lane upgrade. As the upgrade is no longer proceeding, the design reverted to the original alignment, resulting in a further delay to the last stage of this project. The construction contract is scheduled to be awarded in quarter 2 of 2022/23. |
| Penlink                                   | Request for proposal completed, preferred proponent teams notified and commercial discussions under way to form an alliance.  | Achieved                             | All milestones were achieved. The Project Alliance Agreement was awarded in June 2022. The implementation business case was approved.  |
| South Auckland Package                    | Business case completed, endorsed by the Waka Kotahi Board and submitted to the Minister for approval.  | Good progress made, but not achieved | The business case was delayed primarily due to additional work being required on solution options. In the interim, funding was approved to proceed with integration design development for the SH22 and Waihoehoe Road upgrades. The final business case is expected to be submitted to the Minister for approval in quarter 2 of 2022/23.   |
| Papakura to Drury                         | Stage 1A noise wall construction completed, Papakura southbound on-ramp detailed design completed, and construction commenced.<br>Stage 1B1 detailed design commenced, notice of requirements and consents granted, North Island Main Trunk bridges designed, and construction commenced.<br>Stage 1B2 preferred option selected, specimen design and consenting package commenced. | Good progress made, but not achieved | Stage 1A Papakura southbound on-ramp detailed design was completed and construction started. A two-month delay in the completion of the noise wall is due to remedial works. All milestones for Stages 1B1 and 1B2 were achieved.  |

| Project                                      | 2021/22 milestone   | 2021/22 result                       | Commentary   |
|--|---|--------------------------------------|--|
| Northern Pathway Westhaven to Akoranga       | Business case completed, endorsed by the Waka Kotahi Board and submitted to the Minister for approval.                        | Not achieved                         | The redefined project scope was submitted to joint Ministers in April 2022. The new business case is on hold, pending direction from the Minister.   |
| SH1/29 Intersection Improvements             | Notice of requirement and planning consent application decision received.   | Good progress made, but not achieved | Notice of requirement and consent applications were lodged in August 2021 and an application for direct referral was made to the Environment Court. The court has set a hearing date in September 2022.  |
| Takitimu North Link Stage 1                  | Subject to Māori Land Court decision on acquisition of land for the project, construction commenced.                          | Achieved                             | A Māori Land Court decision allowed land acquisition to proceed. The physical works contract was awarded in December 2021 and construction started.  |
| Takitimu North Link Stage 2                  | Notice of requirement and planning consent application lodged.  | Not achieved                         | The milestones were not achieved due to the change in the consenting strategy for the project, which is to obtain regional and notice of requirements consent for the entirety of the corridor. Lodgement is now expected in mid-2023.   |
| SH58 Safety Improvements – Stage 2           | Construction of Stage 2A completed.   | Good progress made, but not achieved | The road is fully open to traffic, but final asphalt surfacing was delayed to October 2022 (after winter). Construction was not completed as scheduled due to COVID-19 supply chain delays affecting undergrounding of power and delaying road construction.   |
| SH2 Melling Efficiency & Safety Improvements | Notice of requirement and planning consent application lodged, consents gained, and construction contract released to market. | Good progress made, but not achieved | Notice of requirement and consent applications were lodged in July 2021. The consenting pathway for the project was changed to direct referral to the Environment Court, which means a decision is not expected until early 2022/23. The request for tender for the construction contract is expected to be released in early 2022/23. |
| Ōtaki to North of Levin                      | Business case completed and submitted to the Waka Kotahi Board for endorsement.   | Good progress made, but not achieved | The draft business case was completed in June 2022 and will be submitted to the Waka Kotahi Board for endorsement in August 2022.  |

| Project                                 | 2021/22 milestone  | 2021/22 result | Commentary  |
|---|--|----------------|---|
| Rolleston Access Improvements           | Business case completed, endorsed by the Waka Kotahi Board and submitted to the Minister for approval. | Not achieved   | The milestones were not achieved due to additional option assessments of grade-separated options being required in response to public consultation. A new recommended option is out for public consultation. The business case is expected to be finalised in quarter 2 of 2022/23. |
| Brougham St Corridor Improvements       | Business case completed, endorsed by the Waka Kotahi Board and submitted to the Minister for approval. | Achieved       | The business case was completed and approved by the Waka Kotahi Board in April 2022. Under the delegated authority of Waka Kotahi, this business case did not require ministerial approval.   |
| SH75 Halswell Road Improvements         | Business case completed.   | Achieved       | The business case was completed in March 2022.  |
| SH73 Weedons-Ross Road Intersection     | Notice of requirement and planning consent application lodged.   | Achieved       | All milestones were achieved. The construction contract was awarded and physical works started.   |
| Walnut Avenue Intersection Improvements | Complete Stage 1 project pavement works (except at the rail level crossing).                           | Achieved       | All milestones were achieved. The project was handed over to KiwiRail in April 2022 for the railway crossing work.  |
| SH1 Tinwald Corridor Improvements       | Business case completed.   | Achieved       | The business case was completed in quarter 1 of 2021/22. The detailed design was developed and consents lodged.   |
| Queenstown Package                      | Construction commenced.  | Not achieved   | Minor physical works were undertaken. However, large components of the package remain subject to land acquisition and Resource Management Act processes. Construction is expected to start in quarter 4 of 2022/23.   |

## Appendix 5:

# Vote Transport appropriation measures

We are required to provide year-end performance information on appropriations that we are funded for. This section delivers against our reporting requirements under Vote Transport Estimates of Appropriations 2021/22 – Economic Development and Infrastructure Sector and Vote Transport Supplementary Estimates of Appropriations 2021/22.

| Ref  | Appropriation and measure name  | Status       | 2021/22 Standard             | 2021/22 Actual | 2020/21 Actual | 2019/20 Actual |
|--|---|--------------|------------------------------|----------------|----------------|----------------|
| <b>Non-departmental output expenses</b>                |   |              |                              |                |                |                |
| <b>Clean Car Standard – operation</b>                  |   |              |                              |                |                |                |
| CCS1   | Proportion of vehicle imports with CO2 and importer information, allowing robust measurement against national CO2 targets | Achieved     | 99%                          | 100%           | New measure    | Not applicable |
| <b>Clean vehicle discount administration costs PLA</b> |   |              |                              |                |                |                |
| CVD1   | Administration costs incurred in accordance with the funding agreement with the Ministry of Transport                     | Achieved     | Achieved                     | Achieved       | New measure    | Not applicable |
| <b>Clean Car Standard – operation</b>                  |   |              |                              |                |                |                |
| CCS1   | Proportion of vehicle imports with CO2 and importer information, allowing robust measurement against national CO2 targets | Achieved     | 99%                          | 100%           | New measure    | Not applicable |
| <b>Clean Car Standard – operation</b>                  |   |              |                              |                |                |                |
| CAS1   | Average number of days taken to enter fatal crash reports into the Crash Analysis System                                  | Achieved     | 10 working days or less      | 1.5            | 1 working day  | 3 working days |
| LIC1   | Number of drug or alcohol assessments funded  | Achieved     | 700 or less <sup>A</sup>     | 439            | 628            | 634            |
| LIC2   | Number of older driver licences subsidised  | Achieved     | 116,889 or less <sup>A</sup> | 100,244        | 96,833         | 83,164         |
| MIN1   | Proportion of requests completed within specified timeframes – Ministerial correspondence                                 | Achieved     | 95% or greater               | 98%            | 100%           | 90%            |
| MIN2   | Proportion of requests completed within specified timeframes – parliamentary questions                                    | Not Achieved | 100%                         | 99.9%          | 99%            | 99%            |

| Ref  | Appropriation and measure name  | Status       | 2021/22 Standard        | 2021/22 Actual | 2020/21 Actual  | 2019/20 Actual |
|--|---|--------------|-------------------------|----------------|-----------------|----------------|
| MIN3   | Proportion of requests completed within specified timeframes – Official Information Act requests  | Not Achieved | 100%                    | 99%            | 99%             | 99%            |
| <b>Protection of Waka Kotahi NZ Transport Agency's core regulatory functions</b>       |   |              |                         |                |                 |                |
| REGP1  | Funding is drawn down and utilised for the purposes and on the terms agreed to by Cabinet   | Achieved     | 100%                    | 100%           | 100%            | Not applicable |
| <b>Road user charges refunds</b>   |   |              |                         |                |                 |                |
| RUC1   | Average number of days to process road user charges refund applications   | Achieved     | 20 working days or less | 7              | 16 working days | Not applicable |
| <b>Non-departmental other expenses</b>   |   |              |                         |                |                 |                |
| <b>Bad debt provision – motor vehicle registration/licences and road user charges</b>  |   |              |                         |                |                 |                |
| BDP1   | Proportion of bad debt for road user charges against forecast revenue   | Not Achieved | ≤0.45%                  | 1.3%           | 0.15%           | 0.41%          |
| <b>Clean Car Discount – administration</b>   |   |              |                         |                |                 |                |
| CCD1   | Sales of electric vehicles (battery electric and plug-in hybrid electric) as a share of the new passenger car segment for the 12-month period ending 30 June  | Achieved     | 10%                     | 13.6%          | New measure     | Not applicable |
| CCD2   | Sales of electric vehicles (battery electric and plug-in hybrid electric) as a share of all vehicles entering New Zealand (new and used passenger and commercial light vehicles) for the 12 month period ending 30 June | Achieved     | 6%                      | 7%             | New measure     | Not applicable |
| <b>Community Connect Programme</b>   |   |              |                         |                |                 |                |
| CCP1   | Processes are set up and in place to provide operational costs to Auckland Transport for the scheme by 30 June 2022   | Not Achieved | Achieved                | Not achieved   | New measure     | Not applicable |
| <b>National Land Transport Programme (NLTP) loan 2021–2024 – fair value write-down</b> |   |              |                         |                |                 |                |
| NLTP-L1  | Fair value write-down of NLTP loan 2021–2024 is recognised in accordance with accounting standards  | Achieved     | Achieved                | 100%           | New measure     | Not applicable |
| <b>Waka Kotahi NZ Transport Agency Palmerston North premises</b>                       |   |              |                         |                |                 |                |
| PNP1   | Proportion of operational expenditure spent to budget   | Achieved     | 100%                    | 100%           | 100%            | 100%           |



| Ref  | Appropriation and measure name   | Status       | 2021/22 Standard | 2021/22 Actual | 2020/21 Actual | 2019/20 Actual |
|--|--|--------------|------------------|----------------|----------------|----------------|
| <b>Non-departmental capital expenditure</b>  |  |              |                  |                |                |                |
| <b>Capital investment package – roads, walking and cycling</b>                               |  |              |                  |                |                |                |
| NZUP1  | Proportion of Waka Kotahi NZ Transport Agency NZ Upgrade activities delivered to agreed standards and timeframes <sup>B</sup>              | Not Achieved | ≥90%             | 54%            | 79%            | 81%            |
| <b>Clean Car Standard – capital</b>  |  |              |                  |                |                |                |
| CCS-C1   | Systems and internal capability are implemented to commence policy with importers of vehicles by late 2022                                 | Not Achieved | Achieved         | Not Achieved   | New measure    | Not applicable |
| <b>Clean Vehicle Discount Scheme – capital investment in Waka Kotahi NZ Transport Agency</b> |  |              |                  |                |                |                |
| CVD-C1   | Systems to enable the operation of the Clean Vehicle Discount Scheme are established by 1 April 2022                                       | Achieved     | Achieved         | Achieved       | New measure    | Not applicable |
| <b>Housing Infrastructure Fund loans</b>   |  |              |                  |                |                |                |
| HIF1   | The loan will be drawn down for the purposes and on the terms agreed between Waka Kotahi NZ Transport Agency and the Minister of Transport | Achieved     | 100%             | 100%           | 100%           | 100%           |
| <b>National Land Transport Programme Loan 2021-2024</b>                                      |  |              |                  |                |                |                |
| NLTP-L2  | Funding is drawn down and utilised for the purposes and on the terms agreed to by Cabinet  | Achieved     | 100%             | 100%           | New measure    | Not applicable |
| <b>National Land Transport Fund (NLTF) borrowing facility for short-term advances</b>        |  |              |                  |                |                |                |
| NLTF1  | The loan will be drawn down for the purposes and on the terms agreed between Waka Kotahi NZ Transport Agency and the Minister of Transport | Achieved     | 100%             | 100%           | 100%           | 100%           |
| <b>Regional state highways</b>   |  |              |                  |                |                |                |
| RSH1   | Proportion of Waka Kotahi NZ Transport Agency regional state highway activities delivered to agreed standards and timeframes <sup>C</sup>  | Not Achieved | ≥90%             | 74%            | 70%            | Not applicable |
| <b>Waka Kotahi NZ Transport Agency regulatory loans</b>                                      |  |              |                  |                |                |                |
| REG1   | The loan will be drawn down for the purposes and on the terms agreed between Waka Kotahi NZ Transport Agency and the Minister of Transport | Achieved     | 100%             | 100%           | 100%           | 100%           |

| Ref   | Appropriation and measure name  | Status   | 2021/22 Standard | 2021/22 Actual | 2020/21 Actual | 2019/20 Actual |
|---|---|----------|------------------|----------------|----------------|----------------|
| <b>Multi-category expenses and capital expenditure</b>  |   |          |                  |                |                |                |
| <b>Capital Investment Package – operating</b>   |   |          |                  |                |                |                |
| <b>Non-departmental output expenses – operating costs</b>   |   |          |                  |                |                |                |
| CIPO1   | Funding is drawn down and utilised for the purposes and on the terms agreed to by Cabinet   | Achieved | 100%             | 100%           | New measure    | Not applicable |
| <b>Non-departmental other expenses – third-party projects</b>   |   |          |                  |                |                |                |
| CIPO2   | Proportion of Waka Kotahi NZ Transport Agency Capital Investment Package activities that will result in third-party asset ownership delivered to agreed budget and timeframes | Achieved | ≥90%             | 100%           | New measure    | Not applicable |
| <b>COVID-19 – NLTF funding for cost pressures and revenue shocks</b>  |   |          |                  |                |                |                |
| <b>Non-departmental output expenses – COVID-19 – NLTF operating cost pressure and revenue shortfall funding</b> |   |          |                  |                |                |                |
| CNLTF1  | Funding is drawn down and utilised for the purposes and on the terms agreed to by Cabinet   | Achieved | 100%             | 100%           | 100%           | Not applicable |
| <b>Non-departmental capital expenditure – COVID-19 – NLTF capital cost pressure funding</b>                     |   |          |                  |                |                |                |
| CNLTF2  | Funding is drawn down and utilised for the purposes and on the terms agreed to by Cabinet   | Achieved | 100%             | 100%           | 100%           | Not applicable |
| <b>Non-departmental capital expenditure – equity injection to Waka Kotahi NZ Transport Agency</b>               |   |          |                  |                |                |                |
| CNLTF3  | Funding is drawn down and utilised for the purposes and on the terms agreed to by Cabinet   | Achieved | 100%             | 100%           | 100%           | Not applicable |
| <b>Reinstatement of the South Island transport corridors</b>  |   |          |                  |                |                |                |
| <b>Non-departmental output expenses – restoration of SH1 between Picton and Christchurch</b>                    |   |          |                  |                |                |                |
| KAIK2   | Proportion of restoration projects of State Highway 1 between Picton and Christchurch with defects liability period completed to plan   | Achieved | 100%             | 100%           | New measure    | Not applicable |
| <b>Non-departmental capital expenditure – rebuild of SH1 between Picton and Christchurch</b>                    |   |          |                  |                |                |                |
| KAIK3   | Proportion of rebuild projects of SH1 between Picton and Christchurch with defects liability period completed to plan   | Achieved | 100%             | 100%           | New measure    | Not applicable |

| Ref   | Appropriation and measure name   | Status       | 2021/22 Standard        | 2021/22 Actual   | 2020/21 Actual  | 2019/20 Actual  |
|---|--|--------------|-------------------------|------------------|-----------------|-----------------|
| <b>SuperGold Card enhanced public transport concessions scheme</b>                                  |  |              |                         |                  |                 |                 |
| <b>Non-departmental output expenses – administration of the public transport concessions scheme</b> |  |              |                         |                  |                 |                 |
| SG1   | Proportion of bulk funding payments of Crown SuperGold allocation paid to approved organisations within 20 working days        | Not Achieved | 100%                    | 3%               | 29%             | Not applicable  |
| <b>Non-departmental other expenses – public transport concessions for cardholders</b>               |  |              |                         |                  |                 |                 |
| SG2   | Number of boardings using SuperGold concessions  | Not Achieved | 12 million – 15 million | 9.2 million      | 12.2 million    | 12.6 million    |
| <b>Tuawhenua Provincial Growth Fund – transport projects</b>  |  |              |                         |                  |                 |                 |
| <b>Non-departmental output expenses – supporting regional and infrastructure projects</b>           |  |              |                         |                  |                 |                 |
| PGF1  | Average number of days to release Provincial Growth Fund funding to support regional and infrastructure projects once approved | Achieved     | 20 working days or less | 12 working days  | New measure     | Not applicable  |
| <b>Non-departmental other expenses – enabling infrastructure projects</b>                           |  |              |                         |                  |                 |                 |
| PGF2  | Average number of days to release Provincial Growth Fund infrastructure funding once approved                                  | Achieved     | 20 working days or less | 9.2 working days | 13 working days | 10 working days |
| PGF3  | Work is carried out as per the agreed programme  | Not Achieved | 100%                    | 58%              | 60%             | Not applicable  |
| <b>Non-departmental other expenses – regional projects and capability</b>                           |  |              |                         |                  |                 |                 |
| PGF4  | Work is carried out as per the agreed programme  | Achieved     | 100%                    | 100%             | New measure     | Not applicable  |

<sup>A</sup> The result is dependent on the number of applications we receive.

<sup>B</sup> The methodology for this measure changed this year to include assessment against time standards because that information was not available in the early stages of the New Zealand Upgrade Programme. Details of the programme's projects is in the significant capital projects report in appendix 4.

<sup>C</sup> Formerly Proportion of regional state highway activities delivered to agreed standards and timeframes. The scope of this measure was changed to include Regional Investment Opportunities transport projects we deliver. The result of this measure is not comparable with the result in previous years.

The following results are also reported under the output class performance (pages 53–76).

| Ref  | Appropriation and measure name  | Status       | 2021/22 Standard | 2021/22 Actual  | 2020/21 Actual | 2019/20 Actual |
|--|---|--------------|------------------|---|----------------|----------------|
| <b>Non-departmental output expenses</b>                              |   |              |                  |   |                |                |
| <b>National Land Transport Programme PLA</b>                         |   |              |                  |   |                |                |
| <b>Investment management</b>   |   |              |                  |   |                |                |
| IM1  | Proportion of total cost of managing the investment funding allocation system to NLTP expenditure                               | Achieved     | ≤ 1.1%           | 0.86%   | 1.00%          | 1.02%          |
| <b>Local road improvements</b>                                       |   |              |                  |   |                |                |
| LRI1   | Proportion of local road improvement activities funded by the NLTF delivered to agreed standards and timeframes                 | Not Achieved | ≥ 80%            | 68%   | New measure    | Not applicable |
| <b>State highway improvements</b>                                    |   |              |                  |   |                |                |
| SHI1   | Proportion of state highway improvement activities funded by the NLTF delivered to agreed standards and timeframes <sup>A</sup> | Not Achieved | ≥ 90%            | 86%   | New measure    | Not applicable |
| <b>Local road maintenance</b>  |   |              |                  |   |                |                |
| LRM3   | Local road maintenance cost per lane kilometre delivered  | Achieved     | \$3,638-4,334    | \$4,108   | \$4,004        | \$3,628        |
| <b>State highway maintenance</b>                                     |   |              |                  |   |                |                |
| SHM3   | State highway maintenance cost per lane kilometre delivered   | Achieved     | \$25,098-34,150  | \$29,423  | \$26,292       | \$25,352       |
| <b>Public transport services and public transport Infrastructure</b> |   |              |                  |   |                |                |
| PTS1   | Number of boardings on urban public transport services (bus, train and ferry)   | Not Achieved | ≥ 119 million    | 86  | New measure    | Not applicable |
| PTI1   | Punctuality of metro rail services  | Achieved     | Baseline setting | Baseline set:<br>Auckland: 94.0%<br>Wellington: 89.3% | New measure    | Not applicable |
| <b>Walking and cycling improvements</b>                              |   |              |                  |   |                |                |
| WCI1   | Proportion of cycleways, pathways and shared paths delivered against plan   | Not Achieved | Baseline setting | Baseline not set                                      | New measure    | Not applicable |

| Ref   | Appropriation and measure name   | Status       | 2021/22 Standard     | 2021/22 Actual    | 2020/21 Actual | 2019/20 Actual    |
|---|--|--------------|----------------------|-------------------|----------------|-------------------|
| <b>Rail network</b>   |  |              |                      |                   |                |                   |
| RN1   | Reliability of freight travel time   | Achieved     | Baseline setting     | Baseline set: 86% | New measure    | Not applicable    |
| <b>Coastal shipping</b>   |  |              |                      |                   |                |                   |
| CS1   | An investment plan for coastal shipping has been developed and has also been endorsed by the Waka Kotahi Board                           | Achieved     | Achieve              | Achieved          | New measure    | Not applicable    |
| <b>Road to Zero</b>   |  |              |                      |                   |                |                   |
| RTZ1  | Length of the network treated with reduced speed limits  | Not Achieved | ≥ 500km <sup>B</sup> | 165km             | New measure    | Not applicable    |
| RTZ2  | Number of corridor infrastructure safety improvements projects started to plan   | Not Achieved | ≥5 <sup>B</sup>      | 4                 | New measure    | Not applicable    |
| <b>Road user charges investigation and enforcement</b>                |  |              |                      |                   |                |                   |
| REV1  | Proportion of unpaid road user charges identified through investigations and assessments that are collected <sup>C</sup>                 | Achieved     | 65-75%               | 82%               | 73%            | Not applicable    |
| <b>Non-departmental capital expenditure</b>                           |  |              |                      |                   |                |                   |
| <b>NLTP capital PLA</b>   |  |              |                      |                   |                |                   |
| SH11  | Proportion of state highway improvement activities funded by the NLTF delivered to agreed standards and timeframes <sup>D</sup>          | Not Achieved | ≥90%                 | 86%               | New measure    | Not applicable    |
| <b>Multi-category expenses and capital expenditure</b>                |  |              |                      |                   |                |                   |
| <b>Tuawhenua Provincial Growth Fund - transport projects</b>          |  |              |                      |                   |                |                   |
| <b>Non-departmental capital expenditure - infrastructure projects</b> |  |              |                      |                   |                |                   |
| PGF5  | Proportion of Waka Kotahi NZ Transport Agency projects funded by the Provincial Growth Fund delivered to agreed standards and timeframes | Achieved     | ≥90%                 | 100%              | 60%            | Unable to measure |

<sup>A</sup> This is also a performance measure for the NLTP capital PLA appropriation.

<sup>B</sup> The annual target is indicative. Performance assessment of this activity under the Road to Zero programme is at the end of the three-year period of the 2021-24 NLTP.

<sup>C</sup> This measure result had been reported incorrectly in the Waka Kotahi quarterly reporting for 2021/22 due to an error in the payment data captured. The quarterly reporting figures did not include all payments received towards debts, including repayments on instalment plans. This error has been rectified in this annual report figure.

<sup>D</sup> This is also a performance measure for the NLTP PLA appropriation.

