

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** RE: Friendly Reminder - Please respond by 3 June: Regulatory Systems (Transport) Amendment Bill No. 2 Consultation  
**Date:** Tuesday, June 7, 2022 2:02:00 PM

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No problem.

The main one for us is for revoked roads and in this sense the proposals confused me a bit.

They talk about infringement proposals for [Waka Kotahi](#) coming under the Government Roothing Powers Act for Limited Access Roads (under point 7 below), and have a proposal for the administration to be passed to [Councils](#) for revoked roads.

But as I understood it once revoked Limited Access Roads would sit under the Local Government Act as the Government Roothing Powers Act seems to apply only to the Minister and Waka Kotahi and not territorial authorities e.g:

Restricting movement to or from limited access road

Without restricting any provision of any other Act, it is hereby declared that a person shall not drive or move any vehicle or animal, or permit any vehicle or animal to be driven or moved, on to or from any limited access road, except—

- (a) [at a motorway, road, or service lane from which vehicles might lawfully be driven or moved on to the State highway](#) or part thereof immediately before its creation as a limited access road:
- (b) [at a motorway, road, or service lane from which vehicular access to the limited access road has been authorised by the Agency](#) and subject to such conditions as it may approve:
- (c) [at a crossing place authorised and specified by the Agency](#) and subject to such conditions as are for the time being imposed by the Agency in accordance with section 91.

**Maybe this is why they are giving us admin powers in the proposal?**

Then they say in point 10 that they are proposing to subsume the roading part of Local Government Act into the Government Roothing Powers Act in point 10 so all a bit confusing.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Tuesday, 7 June 2022 1:44 PM  
**To:** [REDACTED]  
**Subject:** RE: Friendly Reminder - Please respond by 3 June: Regulatory Systems (Transport) Amendment Bill No. 2 Consultation

On that basis happy not to action any further.

Lets not spend time on this as minimal impact for us.

Thanks for the update.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Tuesday, June 7, 2022 1:14 PM  
**To:** [REDACTED]  
**Subject:** RE: Friendly Reminder - Please respond by 3 June: Regulatory Systems (Transport) Amendment Bill No. 2 Consultation

Hi

I am happy to do a very short submission based on the points I raised below, but I am not sure we need to attend the session with NZTA (plus they needed a response on attending the workshop by last Friday).

Only thing to address is who will sign it off as I cannot take it to Council and deadline is 24 June.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[Redacted]

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**From:** [Redacted]  
**Sent:** Tuesday, 7 June 2022 12:21 PM  
**To:** [Redacted]  
**Subject:** RE: Friendly Reminder - Please respond by 3 June: Regulatory Systems (Transport) Amendment Bill No. 2 Consultation

Thanks [Redacted]

What is your recommendation?

[Redacted]

[Redacted]

[Redacted]

[Redacted]

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**From:** [Redacted]  
**Sent:** Tuesday, June 7, 2022 12:06 PM  
**To:** [Redacted]  
**Subject:** RE: Friendly Reminder - Please respond by 3 June: Regulatory Systems (Transport) Amendment Bill No. 2 Consultation

I assume you didn't want to do anything on this in the end?

[Redacted]

[Redacted]

[Redacted]

[Redacted]

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**From:** [Redacted]  
**Sent:** Wednesday, 1 June 2022 12:11 PM  
**To:** [Redacted]

**Subject:** RE: Friendly Reminder - Please respond by 3 June: Regulatory Systems (Transport)  
Amendment Bill No. 2 Consultation

Some interesting bits for us maybe. Stuff in black is proposal and stuff in red my immediate thought. Stuff in bold is of most relevance to us.

1. **Interestingly they identify RCAs as the regulated, lumping us in with road users, but don't seem to recognise us as a regulator.**
2. **Removing the legislative restrictions for RCAs to be able to recover costs of residents parking scheme – on balance a good thing but their preferred option is that we can only recover reasonable costs. Issue – no definition of reasonable costs e.g. is it for the admin of the schemes, the signs to enable it, staff time etc.**
3. **Proposing that Waka Kotahi are able to proactively close parts of the highway themselves on perceived safety grounds e.g. threat of a landslide or weather event. Currently only the police can close for certain reasons and they only seem to propose consultation / engagement with the police on contingency planning and emergency response. They specifically mention Paekakariki Hill Road intersection with SH1 (for traffic management purpose to proactively address congestion and related safety risks). On one hand it may make it easier to close in situations where it is necessary, but how bad does a potential threat need to be – what if they close and there was ultimately no need to do so. I get why they used the Hill Road as an example but I am not sure that this is really relevant anymore. Also if they can close highways for potential threats e.g. TG, that impacts on local roads but there is no consultation proposed with us in relation to this, only the police.**
4. **Proposal to allow some parts of the motorway to be used by pedestrians meaning that it won't be an offence. They say it is because the rules are confusing but then that they will only apply to certain spaces on the motorway. The rationale is that pedestrians are unknowingly committing offences when they use infrastructure (such as shared paths or bus stops provided for them within a motorway corridor). It also says existing motorways include approved areas for pedestrians and future projects such as the planned bus stop on the motorway ramp in Te Atatū Peninsula will also provide spaces for pedestrians within motorway corridors, despite legislation stating that pedestrians are not permitted in these areas. This one confuses my me a bit:**
  - a. **what do they mean by motorway corridor and does this include boundary to boundary, so when is a shared path in the corridor and not separated;**
  - b. **how is a bus stop on an on ramp or motorway safe;**
  - c. **how many will there actually be in future; and**
  - d. **how will pedestrians know where they can and cant go. I understand some of the sentiment behind it e.g. shared paths, but this could end up causing way more confusion than it is solving.**
5. **Railway stuff – supporting investigations after an accident / event e.g. freezing the scene to collect evidence – no comments.**
6. **Transport Service Licences – proposals to make this safer e.g. not being able to transfer licences and suspending licenses on safety grounds – no issues of real relevance to us.**
7. **Proposals for Limited Access Roads:**
  - a. **Require crossing place notices created by Waka Kotahi to be registered on property titles;**

- b. **Better provision for, and enforcement of, offences relating to limited access roads and crossing places; and**
  - c. **administration of crossing place notices will also pass to the territorial authority responsible for the control of roads, in situations where the status of a State highway has been revoked.; and**
  - d. **There is also an opportunity to ensure that property titles are more accurate by requiring revocations of LARs to be registered under section 94 of the GRPA, which specifies the requirements related to the declaration of LARs. Yes please – this would make the revocation process much easier BUT the infringement proposals only seem to relate to Waka Kotahi and not Councils through the Government Roding Powers Act unless this is covered by the Local Government Act which is what Limited Access Roads will fall under once revoked.**
8. Rail - proposing to include a 'stop-the-clock' provision when further information is required from an applicant – *no issues of relevance to us as this relates to safety cases.*
9. proposing to remove the requirement in section 161(2)(c) of the LTA to “consult with such persons, representative groups within the land transport system or elsewhere, government departments, and Crown entities as the Minister in each case considers appropriate”. This requirement to a large extent duplicates the requirement in section 161(2)(b) of the LTA, which already requires consultation with “interested people – *don't think this is relevant to us.*
10. **Proposing to we propose a two-step process to align legislation.**
- a. **As a first step, the proposal would see the transfer of the existing sections 315 to 361 (Part 21) and Schedule 10 of the LGA74 into the GRPA.**
  - b. **A second step would be to make minor and technical amendments to make sure no inconsistencies occur and to make minor adjustments to sections to make them fit into the GRPA better. The title of the GRPA may need to be reconsidered as a consequential amendment. These sections of the Local Government Act relate to roads and it would be useful to have roading legislation in only some places and not many BUT this is interesting given that this seems to conflict with the proposals under bullet point 7 above.**
11. Include the Waka Kotahi name in legislation – no comments.
12. Changes to emergency powers of Director e.g. to support covid lockdowns – *not much detail other than that so not much to say at this stage.*
13. Increases to infringement fees – *Jacqui's team may want to comment.*

[Redacted]

[Redacted]

[Redacted]

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**From:** [Redacted]

**Sent:** Wednesday, 1 June 2022 8:22 AM

**To:** [REDACTED]

**Subject:** FW: Friendly Reminder - Please respond by 3 June: Regulatory Systems (Transport) Amendment Bill No. 2 Consultation

FYI.

You may want to see if this impacts us.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** RCA Forum <[RCAForum@nzta.govt.nz](mailto:RCAForum@nzta.govt.nz)>

**Sent:** Monday, May 30, 2022 4:36 PM

**Subject:** Friendly Reminder - Please respond by 3 June: Regulatory Systems (Transport) Amendment Bill No. 2 Consultation

Kia ora koutou katoa,

This is a friendly reminder to **please reply to this email by Friday 3 June**, if you and/or any other people within your organisation are interested in attending this session (refer to the information below).

**Please provide contact details of those interested in attending.**

We will then follow up with session times for you to indicate your availability.

Ngā mihi

[REDACTED]

Email: [rcaforum@nzta.govt.nz](mailto:rcaforum@nzta.govt.nz)

Website: [rcaforum.org.nz](http://rcaforum.org.nz)



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**From:** RCA Forum

**Sent:** Tuesday, 24 May 2022 4:03 PM

**Subject:** Regulatory Systems (Transport) Amendment Bill No. 2 Consultation

Kia ora koutou katoa,

This email provides you with information regarding next steps for the Regulatory Systems (Transport) Amendment Bill No. 2 (RSTA 2). We are seeking your views on a wide range of regulatory proposals that will help to improve and modernise the transport system.

Consultation documents containing proposals for the land regulatory system is now live on the Ministry of Transport's website. You can access and read the consultation documents here: <https://consult.transport.govt.nz/>.

There are a total of 15 land proposals for inclusion in RSTA 2, organised under five objectives:

1. Improving the effective use of technology.
2. Clarifying the regulatory roles, responsibilities and requirements in the regulatory system.
3. Maintaining safety through responsive regulatory action.
4. Addressing inconsistencies, improving system efficiencies and removing duplication.
5. Modernising transport legislation to ensure it is fit-for-purpose.

Submissions on the proposals are open until 24 June. We strongly encourage you to take the time to engage with the content of the proposals and to let us know what you think.

As a part of public consultation, the Ministry of Transport are keen to meet with you to discuss the proposals and receive any feedback you may be thinking about providing. We intend on sending invites for mid-to-late June, to allow time for you to engage with the content of the proposals and consider any feedback you may have. There will be further opportunities to provide feedback on the proposals and draft Bill itself, through the Select Committee process planned for next year.

Your feedback on these proposals will help lay the groundwork for a modern transport system that will serve New Zealanders for generations.

Next steps:

Please reply to this email by Friday 3 June, if you and/or any other people within your organisation are interested in attending this session. Please provide contact details of those interested in attending. We will then follow up with session times for you to indicate your availability.

Ngā mihi

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Email: [rcaforum@nzta.govt.nz](mailto:rcaforum@nzta.govt.nz)

Website: [rcaforum.org.nz](http://rcaforum.org.nz)



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**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** RE: PP20 expressway and PP20 revocation - speed consultation  
**Date:** Thursday, June 9, 2022 4:00:04 PM  
**Attachments:** [20220609152031055.pdf](#)

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Hi All,

Thanks for your time today. I have typed up some notes and actions as below, let me know if there are any omissions or misunderstandings.

- Discussion on the proposed speed limits and corrections to the map are marked up on the attached.
  1. Extend the map to show the bent on Taylors Road.
  2. Add Taylors Road name on the map.
  3. Change 60km/h to 50km/h (consider curve advisory signs for the sharp curves).
  4. County Road's northern access onto the existing SH1 has been permanently closed.
  5. County Road proposed speed 40km/h
  6. Mark the Mill Rd/Rahui Rd/SH1 roundabout on the map
  7. Extend the 40km/h speed zone closer to the road about (by the Stamp shop)
  8. Correct the road name of County Road.
  9. Extend the 50km/h on the first 20m of the northbound on-ramp.
  10. Errol to advice where the 50k/h speed limit starts on the southbound off-ramp
  11. Extend 60km/h onto the southbound onramp (until 20m from the roundabout) and the roundabout.
  12. Gear Road change 60km/h to 80km/h (with appropriate curve advisory signs)
  13. Jim Winiata Road 60km/h
  14. Bring 60km/h back to where it is marked on the map, propose 80km/h for the balance of School Rd
  15. Propose 80km/h on Gear Rd
  16. Use the colour scheme of 100kmh (as per the legend) on the expressway and ramps
  17. VSL is not applicable, please remove.
- Maika to arrange a map update.
- The speed consultation usually takes 4-6 weeks; then, a post-consultation review will be carried out before gazetting. Maika is leading the speed consultation.
- Errol to advice on the procedures of speed legalisation process and timeframe under the new speed setting rules.
- For the local roads, Waka Kotahi can undertake speed consultation on behalf of KCDC behalf, but speed legalisation process needs to be lead by KCDC (?)
- Grace to book a meeting with all attendees in early July.

[REDACTED]  
[REDACTED]

-----Original Appointment-----  
[REDACTED] [REDACTED]

**Sent:** Tuesday, 7 June 2022 11:09 am

**To:** [Redacted]

**Subject:** PP20 expressway and PP20 revocation - speed consultation

**When:** Thursday, 9 June 2022 2:00 pm-3:00 pm (UTC+12:00) Auckland, Wellington.

**Where:** Microsoft Teams Meeting

Hi Gents,

A proposed meeting agenda is below, please drop me a line if you would like to add other items.

1. Introduction
2. Scope of the speed review/consultation
3. Current status and next steps/timeframes
4. Clarity on statutory requirements of speed setting for new/reconstructed local roads as part of the PP20 Expressway project
5. Existing legal speeds of the new/reconstructed local roads prior to PP20 construction commenced
6. Extent of the new speeds
7. Recap on actions
8. Next meeting

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and then destroy the original message. This communication may be accessed or retained by Waka Kotahi NZ Transport Agency for information assurance purposes.

# 1 SH1 PP2O section Table B2

The changes proposed have been informed by a technical assessment and public engagement. They are designed to reduce the number of people who die or are seriously injured on this stretch of road.

