

**MEETING:** COUNCIL – August 2019  
**Name of item:** REPORT TO COUNCIL –ROAD CONTROLLING  
AUTHORITIES FORUM  
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**Date of report:** 10 August 2019  
**Document number:**

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### **Purpose**

The Road Controlling Authorities Forum (RCA) is held three times a year in Wellington. It provides a knowledge community for all owners of road assets within New Zealand to support the development of nationally consistent best practice, standards and guidelines for road investment and management through research, education and the exchange of information for the benefit of all road owners and road users.

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**The theme for this month's forum was: Climate Change and Resilience**

### **Keynote Speaker: Hon Julie Anne Genter**

- Over the previous 30 years carbon emissions are up 82% whilst transport emissions have doubled. We need to put people ahead of cars and carparks.
- Government is working on how we manage climate change and managed retreat with associated costs but is all confidential at the moment.
- RCA's need to prioritize on road safety, walking and cycling within your existing road reserves where possible (noting that not all towns are the same). Think lane separation and reducing road widths to accommodate modal choice.
- Alternative modes offer associated health benefits. Target your business cases for multi modal solutions.
- We need to change our evaluation model so we address long term sustainable investment decisions not short term fixes.
- Current discount rate of 8% leads to short term solutions rising to the top of the benefit/cost detailed business case approach. This will need to change to enable sustainable, long term solutions to lead change.

Central Government are consulting on 'The Climate Change Response (Zero Carbon) Bill' The purpose of the Bill is to establish a framework which new Zealand can use to develop clear, stable climate change policies in accord with the Paris Agreement. The Bill would set greenhouse gas reduction targets into law and require that future governments continue these efforts. Local and Central Government organisations are now required to turn their minds to what this all means for them. Planning and the protection of existing roading infrastructure is key to this.

## **Industry perspectives on the impacts of climate change**

### **Nick Leggett: CEO Road Transport Forum**

- 93,000km of road in New Zealand. 4,000km of rail. There can be no suggestion that investing in rail will result in any substantial decrease in road freight movements.
- Forum senses that Government rhetoric has put the trucking industry on the defensive. Local roads underpin the local economy. Road funding needs to ensure that we continue to maintain a safe, reliable and efficient network.
- Trucks contribute to, pay for and justify higher levels of service on the network. Heavy freight contributes \$2b in RUC.
- Removing trucks will result in a lower LOS and public perception that if we remove trucks from the network they will have wide wonderful roads to enjoy is not the truth.
- Trucks are what are driving a significant number of roading improvements and are responsible for many of the significantly improved roading corridors.
- LGNZ unfairly gets the blame for deteriorating infrastructure when weather, climate and funding are challenging.
- 70% of emissions come from the heavy transport industry. Noxious emissions from trucks have been slashed by 90% in the previous 20 years,
- We are supportive of congestion charging as long as it is fair to all users.
- Wellington has the only fully electric double decker buses in the world!
- We need more diversity in the workplace. Woman make better truck drivers as they are more careful and are safer drivers. 😊

### **Tom Simonson: LGNZ**

- Research by Jack Hodder QC 'Opinion on Climate Change': Doing nothing requires a surprising level of bravery (read foolhardiness)
- Common Law requires LG to plan for meeting existing and future needs accordingly you must have particular regard to the maintenance and enhancement of the quality of the environment and to the effects of climate change.
- Sea level rise has been measured since 1901. In this time the sea has risen 19cm with most of that occurring in the most recent period.
- Tasman Sea warming is 3X the rate of the rest of the world.
- Impact is not just coastal. Think water tables and ponding. Think about impacts on groundwater, where are your at risk playgrounds, are your cemeteries safe what about your landfills? Where is your fibre?
- LGNZ modelled the network - Over 1200km of network is at risk from a .5m sea level rise.
- Prioritise critical roads and determine options to address alternatives.
- LGNZ will be releasing guidance notes next week we need:
  - National Conversation
  - National Climate Change Adaption Fund
  - LG Risk Agency
  - National Master Plan
- We put all of this to the Government. Response from the Minister is that this is all in too hard basket! Disappointing response from the Ministers!

## **Tony McHarg: CEO AIG New Zealand**

Tony spoke about the insurance industry as well as advances in car technology and the move towards automation and the roadblocks to autonomy including security challenges.

- AIG has lost money in New Zealand on 5 of the last 10 years. 82% of our losses are attributable to climate change. We will be factoring in that risk.
- Risk modelling is underway to assess and price the risk.
- Litigation and legal costs to address climate change are significant – we need to understand our obligations
- There is some difficulty in determining clear accountability and legal cases to date have not seen significant settlements – may change as risk and accountability is better understood.
- We are currently at the peak of vehicle ownership
- Lots of new and emerging technologies
- Flexible working hours and locations and shared services such as ride share
- Driverless vehicles don't require car parks
- As control is moved away from drivers so is the liability –some will transfer to LG.
- In a fully automated transport system our network will look completely different.

### A recent survey identified

- Adults identified cost, security and the enjoyment of driving amongst the most significant factors that would delay or prevent the wide availability of driverless cars.
- All nations surveyed expressed concerns about hackers taking control of autonomous vehicles and privacy of personal data.
- Considerations for infrastructure include:
  - Reductions in cars and heavy vehicles using our roads.
  - Impact of flexible working on road usage
  - Land used for parking can be reallocated
  - Road construction companies may bear some liability for crashes

## **Bryn Gandy: Deputy CE Ministry of Transport**

Bryn's presentation was focussed on addressing climate change via the GPS

- Transport is 20% of GHG emissions.
- New Zealand has the 4<sup>th</sup> highest per capita transport emissions in the OECD
- 67% attributable to light vehicles.
  - We have a lot of them
  - Fuel efficiency is the worst in the OECD
  - The age of our fleet is challenging
- We are aiming to reduce CO<sub>2</sub> emissions from 180g CO<sub>2</sub>/KM to 105g CO<sub>2</sub>/Km by 2025

- The Clean Car Standard will:
  - Impact will be fuel savings of around \$3.4B
  - Average lifetime fuel savings per vehicle \$6800
  - CO<sub>2</sub> reduced by around 5.1m tonnes
  - B/C Ratio of 3:11
- GPS 2021 will provide for supporting low emission transport modes
  - Resilience and security will be carried through
  - Expansion of public charging infrastructure
  - Second hand leasing schemes
  - \$4B for Public transport and rapid transit and rail over three years
  - \$390m for walking and cycling
  - We will need to see appropriate risk management procedures to ensure resilience of the land transport network so we are working on a new RSS Framework for the transport sector (resilience/security/safety)
- Thinking about:
  - Mobility as a service E-Bikes, E-Scooters, Ride-Hailing and Bike Sharing
  - Green freight, green fuels, hydrogen, bio-fuels and electrification
- GLPS 2021 will be released for public engagement in December
- Our aim is to publish by 1 July 2020, 1 year before it comes into effect to give you time to adapt.

#### **Stuart Wood: Programme Lead Resilience – NZTA**

- No stand-alone climate change programme however we must recognize the government's direction.
- NZTA Resilience Position Statement
  - Increasingly frequent and severe unplanned disruptions
  - Reduce impacts through collaborations, increasing understanding and targeting hazard risk
  - Using developed capability and capacity to manage and respond to small to major events.
- We are exploring improvements to our decision making framework for wider hazard response.
- Funding bucket remains the same so we will be looking to invest on solutions that address multiple criteria such as resilience and safety that incorporate multi modal transport outcomes
- Interventions to address a wider range of improved transport options
- Increasing demands and complexity on the system components
- More potential disruption – changing hazard profiles and more uncertainty
- Potential for LG and RCA's to be sued for LOS breach if we don't tackle communities failure to function (Jim Harland)
- Challenge for planners is the pace of change is accelerating – this will allow rural towns to bloom!
- It is very hard for communities to accept change away from what they always known
- The challenges for each community are not the same – solutions will be bespoke
- There will be funding challenges as there is finite capacity to increase rates

- All people will not be equal in regard to climate change investment signals
- The future might be more mobile
- Enabling mode shift may need some innovative thinking and a new funding approach not yet embedded into the NLTP
- All decisions for funding will be based on risk profiling and allocation of available resources
- Need to move away from reactive works and shift toward a whole of life proactive response.

### **Case Study: responding to Climate Change Challenges on Dunedin's Transport Network**

- More frequent weather events have resulted in \$23.5m flood recovery spend in last five years
- Rising sea levels is now BAU
- 82km of coast roads and 2680 homes at risk
  - South Dunedin at risk with no readily identifiable solutions
  - 61km of road
  - 120km of footpath
  - 1.5km of walkways
  - 65km to storm-water network
  - 77km of wastewater network
  - 103km of water supply network
  - At risk over 10,000 residents
  - Just under \$4,500m of property and infrastructure

Next Forum:

8 November 2019: Decision Making, Priority Setting and Funding of Transport

All presentations are available to view on the RCA website: <http://rcaforum.org.nz/>