



Land Transport Management (Regional Fuel Tax Scheme—Auckland) Order 2018

Rt Hon Dame Sian Elias, Administrator of the Government

Order in Council

At Wellington this 27th day of June 2018

Present:

Her Excellency the Administrator of the Government in Council

This order is made under section 65K(1) of the Land Transport Management Act 2003—

- (a) on the advice and with the consent of the Executive Council; and
- (b) on the recommendation of the Minister of Finance and the Minister of Transport.

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Order

1 Title

This order is the Land Transport Management (Regional Fuel Tax Scheme—Auckland) Order 2018.

2 Commencement

This order comes into force on 28 June 2018.

3 Interpretation

In this order, unless the context otherwise requires,—

RFT region means the area that is subject to the RFT scheme, as set out in clause 5(1).

RFT scheme means the regional fuel tax scheme established by clause 5(1)

4 Transitional, savings, and related provisions

The transitional, savings, and related provisions (if any) set out in Schedule 1 have effect according to their terms.

5 Establishment of regional fuel tax scheme

- (1) A regional fuel tax scheme is established for Auckland, excluding the Great Barrier Local Board Area.
- (2) The start date of the RFT scheme is 1 July 2018, at the beginning of the day, and its end date is 30 June 2028, at the close of the day.
- (3) This order is made as a result of a proposal of the Auckland Council entitled *Proposal for a Regional Fuel Tax for Auckland* and dated 1 June 2018.
- (4) The programme of capital projects that will be supported by the RFT scheme, together with related information, is set out in Schedule 2.
- (5) In this clause,—

Auckland has the same meaning as in section 4(1) of the Local Government (Auckland Council) Act 2009

Great Barrier Local Board Area means the area described in clause 6(m) of the Local Government (Auckland Wards and Local Boards) Determination 2010 (*Gazette* 2010, p 856).

6 Rate of regional fuel tax

The rate of regional fuel tax and the period during which the rate applies under the RFT scheme in the RFT region is set out in the following table:

| Beginning of period | End of period | Rate per litre during period |
|---------------------|---------------|------------------------------|
| 1 July 2018 | 30 June 2028 | \$0.10 |

Schedule 1

Transitional, savings, and related provisions

cl 4

Part 1

Provisions relating to this order as made

There are no transitional, savings, or related provisions relating to this order as made.

Schedule 2

Programme of capital projects supported by the Auckland RFT scheme

cl 5(4)

| Capital project and description | Proposed start date | Proposed completion date |
|---|------------------------|--------------------------------|
| <i>Project 1: Bus priority improvements—</i> | <i>2018</i> | <i>2028</i> |
| <ul style="list-style-type: none"> • capital expenditure for whole-of-route bus priority improvements for approximately 200 km of high-priority bus routes. The current highest priorities include Sandringham Road, New North Road, Mt Eden Road, Remuera Road, and Manukau Road: • capital expenditure for double-decker mitigation work: • capital expenditure for Sylvia Park bus improvements, including a new bus station and route at Sylvia Park: • operational expenditure for additional bus services on the above improved routes. | | |
| <i>Project 2: City centre bus infrastructure—</i> | <i>2018</i> | <i>2027</i> |
| <ul style="list-style-type: none"> • capital expenditure for downtown bus infrastructure, including a Bus Interchange in Lower Albert Street for the North Shore Busway and a Bus Interchange in Quay Street for Isthmus and Eastern Services: • capital expenditure for Wellesley Street bus corridor and improvements. | | 2020 2027 |
| <i>Project 3: Improving airport access—</i> | <i>2018</i> | <i>2021</i> |
| <ul style="list-style-type: none"> • capital expenditure for airport access public transport improvements, including capital improvements to support improved bus services from New Lynn, Mt Roskill, Onehunga, and Botany to the airport: • capital expenditure for Puhinui Bus-Rail Interchange upgrade. | | |
| <i>Project 4: Eastern Busway—</i> | <i>2018</i> | <i>2025</i> |
| <ul style="list-style-type: none"> • capital expenditure for Panmure to Pakuranga Busway: • capital expenditure for Pakuranga Bus Station and Reeves Road Flyover: | | 2021 |

| Capital project and description | Proposed start date | Proposed completion date |
|--|---------------------|--------------------------|
| <ul style="list-style-type: none"> • capital expenditure for Ti Rakau Busway: • capital expenditure for Botany Bus Station and a park-and-ride facility: • operational expenditure for additional bus services on the Eastern Busway. | | |
| Project 5: Park-and-ride facilities— | 2018 | 2027 |
| <ul style="list-style-type: none"> • capital expenditure for park-and-ride facilities in the North, North-west, South, and other areas, subject to business cases: • capital expenditure for a park-and-ride facility at Matiatia, Waiheke Island. | | |
| Project 6: Electric trains and stabling— | 2021 | 2026 |
| <ul style="list-style-type: none"> • capital and operating expenditure for 20 additional trains and the construction of facilities to house and maintain the 20 additional trains: • capital and operating expenditure for a new heavy maintenance facility to overhaul the existing train fleet: • operating expenditure for additional services (utilising the new trains) along the Eastern, Western, and Southern lines. | | |
| Project 7: Downtown ferry terminal redevelopment— | 2018 | 2024 |
| <ul style="list-style-type: none"> • capital expenditure for upgrade of Piers 3 and 4: • capital expenditure for the redevelopment and upgrade of the Ferry Basin. | | 2020 |
| Project 8: Road safety— | 2018 | 2028 |
| <ul style="list-style-type: none"> • capital expenditure for the Rural Road Safety Programme and Urban Road Safety Programme, to address 10 to 12 high-risk intersections per year, 200 km of high-risk routes per year, and 10% of the high-risk speed network per year, including the following: <ul style="list-style-type: none"> • safety improvements to high-risk corridors in urban areas Karangahape Road, Dominion Road, Queen Street, Symonds Street, and Lincoln Road, and high-risk intersections Karangahape Road/Mercury Lane, Upper Queen Street/Karangahape Road, Botany Road, Ti Rakau Drive, Blockhouse Bay Road/Chalmers Street, and Trugood Drive/Ti Rakau Drive: • safety improvements to high-risk rural corridors Whitford Road, Old North Road, Murphys Road, Dairy Flat Highway, and Heights Road: • safety improvements to high-risk intersections Popes Road/Porchester Road, Waiuku Road/Attewell Road, Old North Road/Old Railway Road, Murphys Road/Redoubt Road and Coatesville-Riverhead Highway/Dairy Flat Highway: | | |

| Capital project and description | Proposed start date | Proposed completion date |
|--|---------------------|--------------------------|
| <ul style="list-style-type: none"> • capital expenditure for expansion of safer communities and speed management to cover more of the network, in particular on routes to and from schools, public transport facilities, and town centres. Funding will be applied to signage related to speed limit changes, traffic-calming measures (including speed humps), safety cameras, and crossing safety improvements: • operating expenditure to fund, in the early stages, investigation and analysis, project development, and early community and stakeholder engagement. | | |
| Project 9: Active transport— | 2018 | 2028 |
| <ul style="list-style-type: none"> • capital expenditure for walking and cycling programmes with priority in the following areas: <ul style="list-style-type: none"> • city centre/fringe, inner west, Glen Innes, Onehunga, central isthmus, and Sandringham: • Henderson and Te Atatu Peninsula: • Devonport, Northcote, and Takapuna: • Manukau, Māngere East, Māngere Bridge, and Papatoetoe: • capital expenditure for Orakei shared path. | | 2021 |
| Project 10: Penlink— | 2025 | 2028 |
| <ul style="list-style-type: none"> • capital expenditure for Penlink. | | |
| Project 11: Mill Road corridor— | 2024 | 2028 |
| <ul style="list-style-type: none"> • capital expenditure for the high-priority components of the Mill Road corridor, including route protection, land purchase, and construction of sections of the road, improving intersections, and improved safety. | | |
| Project 12: Road corridor improvements— | 2018 | 2028 |
| <ul style="list-style-type: none"> • capital expenditure on Lincoln Road, Matakana Link Road: • capital expenditure on Glenvar Road/East Coast Road intersection upgrade, Smales Road/Allens Road intersection upgrade, and Lake Road improvements: • capital expenditure on seal extensions. | | 2022 |
| Project 13: Network capacity and performance improvement— | 2018 | 2028 |
| <ul style="list-style-type: none"> • capital expenditure to enhance public transport access, including on-demand dynamic rideshare trials, integrating active transport with scheduled public transport services, traffic signal bus prioritisation: • capital expenditure on network reliability by intersection improvement including in Mt Wellington, Mill Road, and Great South Road (Takanini): | | |

| Capital project and description | Proposed start date | Proposed completion date |
|--|---------------------|--------------------------|
| <ul style="list-style-type: none"> capital expenditure to repurpose existing road space by dynamic lanes on Great North Road, Blockhouse Bay Road, Patiki Road, Redoubt Road, and East Coast Road. | | |
| Project 14: Growth-related transport infrastructure— | 2018 | 2028 |
| <ul style="list-style-type: none"> capital expenditure on growth-related transport projects, including in the following key priority areas: <ul style="list-style-type: none"> Pukekohe, Drury, Paerata, and Takanini: Silverdale, Dairy Flat, Wainui, and Warkworth: Kumeu, Red Hill, and Whenuapai. | | |

Michael Webster,
Clerk of the Executive Council.

Explanatory note

This note is not part of the order, but is intended to indicate its general effect.

This order, which comes into force on 28 June 2018, establishes a regional fuel tax scheme (the **RFT scheme**) for Auckland (except the Great Barrier Local Board Area) as proposed by the Auckland Council and recommended by the Minister of Finance and the Minister of Transport. Under the RFT scheme, a regional fuel tax of 10 cents per litre is imposed for a period of 10 years beginning on 1 July 2018 and ending on 30 June 2028. The net revenue from the RFT scheme is to be used to support the programme of capital projects described in *Schedule 2*.

Regulatory impact assessment

The Ministry of Transport produced a regulatory impact assessment on 14 June 2018 to help inform the decisions taken by the Government relating to the contents of this instrument.

A copy of this regulatory impact assessment can be found at—

- <https://www.transport.govt.nz/about/governance/ris-bccs/>
- <http://www.treasury.govt.nz/publications/informationreleases/ria>

Issued under the authority of the Legislation Act 2012.
Date of notification in *Gazette*: 27 June 2018.
This order is administered by the Ministry of Transport.