

# ACTIVITY CLASSES SUMMARY

Overview of activity classes in the Government Policy Statement on Land Transport (GPS) 2021

Activity class	Types of activity that could be funded through this activity class	Likely scope of investment (based on forecast revenue and planned spend)
<p><b>Road to Zero</b></p> <p>GPS key results:</p> <ul style="list-style-type: none"> <li>• Reduced number of deaths and serious injuries</li> <li>• A safer land transport network</li> </ul>	<ul style="list-style-type: none"> <li>• Activities included in the Road to Zero Infrastructure and Speed Management Programme</li> <li>• Activities included in the Road Safety Partnership Programme (road policing and associated equipment)</li> <li>• Automated enforcement</li> <li>• Activities to promote behavioural changes to improve road safety outcomes</li> <li>• Activities to promote vehicle safety; work-related road safety; road user choices and system management</li> <li>• Development of national and regional speed management plans</li> </ul>	<ul style="list-style-type: none"> <li>• Regional delivery will depend on which projects are included in the Road to Zero Infrastructure and Speed Management Programme once prioritised</li> <li>• 70% of investment is likely to be outside of Auckland and Wellington</li> <li>• Infrastructure and speed management activities including rail level crossings will focus on the top 10% highest risk corridors</li> </ul>
<p><b>Public transport services</b></p> <p>GPS key results:</p> <ul style="list-style-type: none"> <li>• Improved access to social and economic opportunities</li> <li>• Public transport is more available and/or accessible</li> <li>• Increased share of travel by public transport</li> <li>• A safer land transport network</li> <li>• Reduced greenhouse gas emissions</li> </ul>	<ul style="list-style-type: none"> <li>• Operation of existing public transport networks and services – including inter-regional services – to improve utilisation and maintain existing levels of service</li> <li>• Minor variations, trials and new public transport services (including metro rail and rapid transit) to improve the level of service and encourage the uptake of public transport</li> <li>• Activities included in mode shift plans for Auckland, Tauranga, Hamilton, Wellington, Christchurch and Queenstown</li> <li>• Specialised services to support accessibility, such as ‘On-Demand’ and ‘Total Mobility’</li> <li>• Public transport services included in Auckland Transport Alignment Project (ATAP) and Let’s Get Wellington Moving (LGWM).</li> </ul>	<ul style="list-style-type: none"> <li>• Existing services will be funded in all relevant metros, to meet ongoing demand</li> <li>• New activities to support mode shift are likely to be focused in Wellington and Auckland (in line with ‘investment expectations’ for ATAP and LGWM)</li> <li>• Funding for the national ticketing programme</li> <li>• Funding for Hamilton to Auckland passenger rail services</li> </ul>

	<ul style="list-style-type: none"> <li>• National ticketing programme (Project NEXT) to address the uncoordinated approach to ticketing and fare collection, and improve the efficiency and effectiveness of public transport (including support of the Regional Interim Ticketing Solution – RITS)</li> <li>• Real time passenger information systems</li> <li>• Routine maintenance and updating of public transport planning documents and performance data</li> </ul>	
<p><b>Public transport infrastructure</b></p> <p>GPS key results:</p> <ul style="list-style-type: none"> <li>• Improved access to social and economic opportunities</li> <li>• Public transport is more available and/or accessible</li> <li>• Increased share of travel by public transport</li> <li>• A safer land transport network</li> <li>• Reduced greenhouse gas emissions</li> <li>• Improved resilience of the transport system</li> </ul>	<ul style="list-style-type: none"> <li>• Investment in maintaining the level of service of existing public transport infrastructure (e.g., bus lanes)</li> <li>• New public transport infrastructure (including passenger waiting facilities, bus stop/interchange/station facilities, metro heavy rail (that is consistent with the Rail Network Investment Programme), light rail or bus lanes) to improve the level of service</li> <li>• Completion of committed activities that were approved in the 2018-2021 NLTP under the Transitional Rail Activity Class.</li> <li>• Safety and security installations and upgrades</li> </ul>	<ul style="list-style-type: none"> <li>• Funding to support maintenance and operations of existing public transport infrastructure</li> <li>• New activities are likely to be focused in Wellington and Auckland (in line with 'investment expectations' for ATAP and LGWM)</li> <li>• May support urban development in growth areas identified in mode shift plans for Auckland, Tauranga, Hamilton, Wellington, Christchurch and Queenstown.</li> </ul>
<p><b>Walking and cycling improvements</b></p> <p>GPS key results:</p> <ul style="list-style-type: none"> <li>• Improved access to social and economic opportunities</li> <li>• Active modes are more available and/or accessible</li> <li>• Increased share of travel by public transport and active modes</li> <li>• A safer land transport network</li> <li>• Reduced greenhouse gas emissions</li> </ul>	<ul style="list-style-type: none"> <li>• Investment to improve the level of service and increase uptake for walking and cycling</li> <li>• New walking and cycling infrastructure</li> <li>• Activities to promote the use of facilities, active modes of transport, and user behaviour change</li> <li>• Lighting upgrade programmes (aimed at promoting uptake of active modes via improved safety/security for pedestrians/cyclists)</li> <li>• Innovating Streets initiatives that create more people-friendly spaces in our neighbourhoods</li> </ul>	<ul style="list-style-type: none"> <li>• Funding is committed to any existing approved projects that carry over from the 2018-21 NLTP</li> <li>• Investment will continue for existing commitments in Wellington (LGWM) and Auckland (ATAP) – note the Northern pathway projects are now funded through the NZ Upgrade Programme</li> <li>• New activities are likely to be focused on projects that complete or progress an existing approved walking and cycling programme, or address a critical missing link in a strategic network connection</li> </ul>

<ul style="list-style-type: none"> <li>Improved resilience of the transport system</li> </ul>		<ul style="list-style-type: none"> <li>May support urban development in growth areas identified in mode shift plans for Auckland, Tauranga, Hamilton, Wellington, Christchurch and Queenstown.</li> </ul>
<p><b>Local road improvements</b></p> <p>GPS key results:</p> <ul style="list-style-type: none"> <li>Freight routes that are more reliable</li> <li>Freight routes that are more resilient</li> <li>Reduced number of deaths and serious injuries</li> <li>Reduced air and noise pollution</li> <li>A safer land transport network</li> <li>Improved resilience of the transport system</li> <li>Public transport and active modes that are more available and/or accessible</li> <li>Reduced greenhouse gas emissions</li> </ul>	<ul style="list-style-type: none"> <li>Investment in improving the capacity or multi-modal levels of service on existing local roads, e.g., to support freight and adaptation to climate change</li> <li>Investment to optimise utilisation, improve multi-modal levels of service and improve capacity where needed</li> <li>Bridge upgrades – e.g., to increase capacity for freight</li> <li>Investment in noise remediation to reduce community exposure to elevated levels of land transport noise adjacent to local roads</li> </ul>	<ul style="list-style-type: none"> <li>There will be a stronger focus on optimisation of existing networks, primarily in urban areas</li> <li>Significant new activities are likely to be focused in Wellington and Auckland (in line with ‘investment expectations’ for ATAP and LGWM)</li> <li>There may be limited funding available for high priority activities to improve network resilience (including for freight access or climate change adaptation)</li> </ul>
<p><b>State highway improvements</b></p> <p>GPS key results:</p> <ul style="list-style-type: none"> <li>Freight routes that are more reliable</li> <li>Freight routes that are more resilient</li> <li>Reduced number of deaths and serious injuries</li> <li>Reduced air and noise pollution</li> <li>A safer land transport network</li> <li>Improved resilience of the transport system</li> <li>Reduced greenhouse gas emissions</li> <li>Public transport and active modes that are more available and/or accessible</li> </ul>	<ul style="list-style-type: none"> <li>Investment in improving the capacity or multi-modal levels of service on existing state highways e.g., to support freight and adaptation to climate change</li> <li>Investment to optimise utilisation, improve multi-modal levels of service and improve capacity where needed</li> <li>Bridge upgrades – e.g., to increase capacity for freight</li> <li>Investment in noise remediation to reduce community exposure to elevated levels of land transport noise adjacent to state highways</li> </ul>	<ul style="list-style-type: none"> <li>There will be a stronger focus on optimisation of existing networks, primarily in urban areas</li> <li>There will be limited funding for new activities</li> <li>There may be limited funding available for high priority activities to improve network resilience (including climate change adaptation)</li> </ul>

<p><b>State highway maintenance</b></p> <p>GPS key results:</p> <ul style="list-style-type: none"> <li>• Safer land transport network</li> <li>• Freight routes that are more reliable</li> <li>• Freight routes that are more resilient</li> <li>• Reduced number of deaths and serious injuries</li> </ul>	<ul style="list-style-type: none"> <li>• Operation of existing state highways to optimise existing infrastructure and deliver an appropriate level of service</li> <li>• Maintenance of existing state highways to deliver an appropriate level of service, excluding asset upgrades</li> <li>• Renewal of existing state highways to deliver an appropriate level of service</li> <li>• Footpath and cycle infrastructure maintenance &amp; renewals</li> <li>• Bridge and structure maintenance &amp; renewals</li> <li>• Urgent response to transport network disruptions to restore an appropriate level of service [including emergency works]</li> <li>• LED streetlight replacement programmes (as part of a renewals programme)</li> <li>• Like for like end-of-life bridge replacements</li> <li>• Emergency works including response and reinstatement</li> </ul>	<ul style="list-style-type: none"> <li>• Will fund works to minimise decline in condition and risk to service levels (e.g. safety) in line with forecast demand</li> <li>• Funding is set aside to respond to emergency events</li> </ul>
<p><b>Local road maintenance</b></p> <p>GPS key results:</p> <ul style="list-style-type: none"> <li>• Freight routes that are more reliable</li> <li>• Freight routes that are more resilient</li> <li>• Reduced number of deaths and serious injuries</li> <li>• Safer land transport network</li> </ul>	<ul style="list-style-type: none"> <li>• Operation of existing local roads to optimise existing infrastructure and deliver an appropriate level of service</li> <li>• Maintenance of existing local roads to deliver an appropriate level of service, excluding asset upgrades</li> <li>• Renewal of existing local roads to deliver an appropriate level of service</li> <li>• Urgent response to transport network disruptions to restore an appropriate level of service [including emergency works]</li> <li>• LED streetlight replacement programmes (as part of a renewals programme)</li> <li>• Footpath and cycle infrastructure maintenance &amp; renewals</li> <li>• Bridge and structure maintenance &amp; renewals</li> </ul>	<ul style="list-style-type: none"> <li>• Will fund works to minimise decline in condition and risk to service levels (e.g. safety) in line with forecast demand Funding is set aside to respond to emergency events</li> </ul>
<p><b>Investment management</b></p> <p>GPS key results:</p> <ul style="list-style-type: none"> <li>• Ensure investment is directed to areas of most need by investing in research into existing and emerging transport issues</li> </ul>	<ul style="list-style-type: none"> <li>• Investment in the transport planning, research and funding allocation management</li> </ul>	<ul style="list-style-type: none"> <li>• There is increasing pressure on this activity class, along with new expectations on Waka Kotahi (such as for PT network design).</li> </ul>

<ul style="list-style-type: none"> <li>Delivers the right infrastructure and services to the right level at the best cost</li> </ul>		
<p><b>Coastal shipping</b></p> <p>GPS key results:</p> <ul style="list-style-type: none"> <li>Freight routes that are more resilient</li> <li>A safer land transport network</li> </ul>	<ul style="list-style-type: none"> <li>Investment to unlock barriers to New Zealand flagged coastal shipping as a freight mode.</li> <li>Could include investing in infrastructure, support to domestic start-ups and relevant research.</li> </ul>	<ul style="list-style-type: none"> <li>Aimed at improving uptake and viability of domestic shipping along New Zealand's coast</li> </ul>
<p><b>Rail network</b></p> <p>GPS key results:</p> <ul style="list-style-type: none"> <li>Freight routes that are more reliable</li> <li>Freight routes that are more resilient</li> <li>Reduced greenhouse gas emissions</li> <li>Improved resilience of the transport system</li> </ul>	<ul style="list-style-type: none"> <li>Activities included in KiwiRail's Rail Network Investment Programme to support a resilient and reliable national heavy rail network.</li> </ul>	<ul style="list-style-type: none"> <li>Will be focused on supporting maintenance, operations and renewal of the heavy rail network.</li> <li>Funding for metro passenger services and infrastructure will be through the new Public Transport activity classes, which also provides for completion of the transitional rail programme commitments.</li> <li>Regional benefits (e.g., for tourism) will be considered where they align with the Rail Plan and are included in the Rail Network Investment Programme.</li> </ul>