



# Consultation Summary

## Draft Investment Prioritisation Method for the 2024-27 National Land Transport Programme

19 June 2024

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## Consultation summary

This document provides a high-level summary of the feedback and key themes from the consultation on the April 2024 draft Investment Prioritisation Method for the 2024 – 27 National Land Transport Programme.

### Introduction

NZ Transport Agency Waka Kotahi (NZTA) is required to develop the 3-year National Land Transport Programme (NLTP).

The Investment Prioritisation Method (IPM) is used to support NZTA to give effect to the Government Policy Statement (GPS) on land transport through the NLTP. The IPM will be used to prioritise activities for inclusion in the 2024-27 NLTP and for investment decisions.

The draft IPM was developed to give effect to the draft GPS 2024 (March 2024 version).

Over 6 weeks in April and May 2024 we asked for feedback on the draft IPM. This document provides a summary of the feedback we received and details our next steps.

### Consultation process

We asked for feedback from Approved Organisations, KiwiRail and NZTA staff on 3 focus areas in the draft IPM. We also gave the opportunity to submit any further comments or general feedback.

Consultation opened on 2 April and closed on 13 May 2024.

We ran a webinar on 11 April and provided a recording of that webinar on our website for our co-investment partners and NZTA staff and sought feedback from interested stakeholders through our IPM email address.

We received 10 external and 11 internal submissions; they raised more than 20 separate points in response to the topic areas and also provided suggestions for improving the metrics to be applied in stage 2.

### Consultation documents

[Draft Investment Prioritisation Method - Consultation Document October April 2024](#)

[Draft Investment Prioritisation Method \(IPM\) 2024 - 27](#)

## Feedback summary

We have identified key themes and main points from the feedback received. These are set out below.

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### What you told us

Respondents acknowledged NZTA's difficult role having to respond to the change in investment focus in the March 2024 draft GPS. The challenge of the timing of the draft GPS for NZTA to develop the IPM and the NLTP was also acknowledged.

Respondents were also concerned at the impact and uncertainty for development of their Long-Term Plans and Regional Land Transport Programmes, and not having visibility of the final IPM which is expected late in the NLTP 2024 development.

There was general support for the IPM emphasis on resilience and the repackaging of the IPM GPS alignment criteria in response to the GPS.

The feedback ranged from strong support, neutral and opposed to some aspects of the GPS alignment factor changes related to:

- Incorporation of a Very High rating only for the GPS Economic Growth and Productivity strategic priority. While acknowledging the GPS emphasis for this priority, several respondents sought a change to an equal weighting for all strategic priorities or an extension of the criteria for Very High to capture their needs<sup>1</sup>.
- The proposed low and medium rating for walking and cycling activities compared to major roading and passenger transport projects.
- The generally higher rating of major urban network activities (both road and passenger transport).

There was a general desire for more clarity:

- on the assessment and rating of continuous programmes, and a mixed response to rating improvements within these programmes lower than maintaining current levels of service
- of the definitions and interpretation of several terms used in the criteria and the stage 2 (investment approval) metrics

Feedback on the changes to the prioritisation matrix to incorporate the Very High GPS alignment rating largely reflected the above desire to weight equally across the 4 strategic priorities and concerns the resulting matrix further disadvantages activities that may generally rank low on GPS alignment.

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## Next steps

We are assessing individual feedback as we develop the final version of the IPM. The final version will respond to the feedback and the final GPS 2024.

We aim to publish the final IPM as soon as possible after publication of the final GPS 2024.

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<sup>1</sup> Feedback on the Very High GPS alignment rating largely reflected a desire to weight equally across the 4 strategic priorities and concerns that the proposed matrix further disadvantages activities that may generally rank lowly under the draft proposal.

## Acknowledgement

We would like to acknowledge and thank all those who have provided feedback and the Ministry of Transport and representatives of local government who have participated in the development of the IPM.