



Consultation Summary

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

14 December 2023

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Consultation summary

This document provides a high-level summary of the feedback and key themes from the consultation on the 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.

The draft IPM was developed to give effect to the draft GPS 2024 (August 2023 version).

Over six weeks in October and November 2023 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 your feedback on 10 focus areas in the draft IPM. We also gave you the opportunity to submit any further comments or general feedback.

Consultation opened on 3 October and closed on 17 November 2023.

We ran a webinar on 18 October 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 online feedback form.

We received 7 completed feedback surveys (including one by letter), with detailed submissions raised on 63 points in response to the topic areas.

Consultation documents

[Draft Investment Prioritisation Method - Consultation Document October 2023](#)

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

Feedback summary

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

What you told us

There was general support for:

- Retention of the 3 factors for prioritisation, but several areas for improvement.
- The proposed dual approach to GPS alignment rating, with the simpler assessment at the NLTP inclusion stage.
- The proposal for how the NZTA Board can consider how Regional Land Transport Plans are reflected in the NLTP.
- The proposed increased emphasis on the criticality element of the scheduling factor, recognising the need for the activity and the ability to deliver.

Other feedback was mixed support/neutral/opposed to:

- The proposal to require assessment across all GPS outcomes. There was support for genuine multi-outcome projects and programmes but concerns about the ability to do this consistently.
- The proposal to apply the IPM to all activities for both the NLTF and other Crown funding. There was feedback that this improves transparency but there was some preference for the simplicity of the separate criteria that often apply to other funding sources.
- The proposal for the NZTA Board to consider adjusting the IPM derived priorities to ensure the NLTP gives effect to the GPS. The feedback was to consider how to strengthen the IPM, so the adjustments are minimised. There was some desire to discuss adjustments with each applicant so they can decide how best to manage concerns and adjust programmes/priorities.
- The proposed change to assessment and ranking of continuous programmes. There was feedback that the need for right sizing is understood but transparency and consistency are required.
- The proposed change in the prioritisation matrix. The feedback was that clarity of need for an activity and ability to deliver is important but there were concerns about how this plays out across continuous programmes, multiple outcomes, and individual activities.

Next steps

We are assessing individual feedback as we develop the next version of the draft IPM. This version will respond to the feedback and the next version of the draft GPS 2024 - expected early next year.

We are continuing to engage with the Transport Special Interest Group and keep the sector informed as we complete the final stages of this review.

We expect the Minister of Transport will publish the final GPS 2024 in mid-2024. We aim to publish the final IPM as soon as possible after publication of the final GPS 2024.

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 draft IPM.