

Government Policy Statement on land transport 2024 (GPS 2024)

Frequent asked questions

1 May 2024

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RLTP process

- 1. Did councils have the opportunity to tweak their maintenance work categories in response to the updated GPS direction and the splitting of the maintenance work categories?**

Yes, councils were provided with the opportunity to rebalance their bids across the maintenance, operations, and renewals (MOR) work categories in the additional activity classes. Specifically, these were the Local Road Operations, Local Road Pothole Prevention, Walking and Cycling and Local Road Improvements activity classes. All rebalanced bids for any changes to work category allocation were submitted by Friday 5 April 2024.

- 2. Is there a confirmed date when changes must be made in Transport Investment Online (TIO), so Activity Class Managers know when to extract their latest information?**

There is no confirmed date at this stage.

- 3. Are we able to provide a cost scope adjustment to Regional Land Transport Programme (RLTP) development funding to support re-consultation in the 24/25 Financial Year?**

Any cost scope adjustments to RLTPs will be managed on a case-by-case basis. Councils should contact their Local Government Partnerships Team or investment adviser to discuss.

- 4. Is the CATI tool assessment a requirement for RLTPs?**

It is recommended councils use the CATI tool assessment for their RLTPs, however it is not a requirement.

- 5. Should NZTA provide guidance on the risk introduced by RLTPs including State Highway Investment Proposal (SHIP) activities after having been consulted on or is it best for Regional Transport Committees (RTCs) to seek legal advice independently?**

It is best RTCs seek their own legal advice.

RLTP content

6. Do RLTPs need to be updated to reflect the new activity classes and the latest bids put forward by Approved Organisations and NZTA?

Where this is possible, it is recommended that councils adjust their programme bids to be consistent with new activity classes.

7. Previous guidance spoke of RLTPs being a 'wishlist' for all activities sought by the region, even if local share was not available. Is this guidance still relevant?

Yes, this guidance is still relevant.

Assessment

8. Is there a list of non-eligible safety infrastructure?

We publish only eligible criteria for projects.

9. How will walking and cycling maintenance and renewal activities be assessed?

These will be assessed in the same way we assess all continuous programmes.

10. How will bridge renewals be assessed considering the low-cost, low-risk criteria and if they cost greater than \$2 million, will a business case be required?

End-of-life bridge renewals will be assessed in the same way as before the change in the draft GPS 2024. The Investment Prioritisation Method specifically caters for end-of-life bridge renewals. Question 17 has more information on business case requirements.

Activity class scope

11. Does the various expenditure across integrated transport projects need to be split out across activity classes?

The GPS is clear that activities should be funded from the appropriate activity class.

Where integrated transport projects are delivered, councils will need to submit these under the multiple activity classes that they relate to. For example, where a busway is being delivered alongside a road improvement project, the busway will be funded from the public transport infrastructure activity class and road improvements to be funded from either the state highway or local road improvements activity class.

12. If there are walking and cycling improvement activities with funding approval from the State Highway Improvements activity class for the 2021-24 and 2024-27 National Land Transport Programme (NLTP) period, do we have to change the activity class from state highway improvements to walking and cycling for the 2024-27 NLTP?

Where there are integrated transport projects, councils will need to submit these separately for funding from the relevant activity classes. This means for approved activities with multi-modal components, these will need to be separated and funding applied for under the appropriate

activity class. The GPS is clear on what it expects to be funded from different activities., this is the case for both new activities and activities where funding has already been approved.

- 13. Activity classes were more 'permissible' in the current NLTP i.e., the public transport activity class was previously used to fund bus activity with some small components of safety. For the 2024-27 NLTP, would this improvement need to be split between the Public Transport and Safety activity classes? This puts at risk Improvement Activities that may not have all components funded.**

See the response to Question 12.

- 14. Which activity class do cycle lanes adjacent to a traffic lane sit under? If the entire road is being resurfaced, it could be local road maintenance for the traffic lane, but can it also extend to the cycle lane? Or it is walking and cycling for the cross section that is the cycle lane?**

See the response to Question 12.

- 15. Which activity class is Travel Demand Management funded from?**

Travel Demand Management can be funded under multiple activity classes:

- walking and cycling improvements
- public transport infrastructure
- public transport services
- local road improvements
- state highway improvements.

GPS 2024

- 16. Does the GPS prioritise national road safety promotion above regional road safety promotion?**

GPS 2024 sets the expectation that investment in road safety promotion is nationally consistent and co-ordinated. There is no prioritisation of national above regional road safety promotion. NZTA is responsible for prioritising activities within the Safety activity class for funding.

- 17. Will end of life bridge and structures require a business case now they are classed as an improvement? Can bridges and structures renewals be treated as a continuous programme within the improvement activity classes?**

End-of-life bridge renewals do not need a business case. Bridge renewals cannot be treated as a continuous programme. We can, however, approve a programme of bridge renewals within the Improvement activity class.

- 18. How does the Ministry of Transport (MoT) see the delivery of GPS 2024 and the 2024-27 NLTP being potentially impacted by a second Emissions Reduction Plan (ERP2) that hasn't been developed or released yet? Is there a risk here and if so, how might we try and mitigate this?**

The Government will be considering its policy options to meet its emissions budgets through the development of ERP2, which is required to be released by the end of 2024.

The Government has signalled commitments that will help meet our emissions reductions targets including upscaling electric vehicle charging infrastructure, supporting a range of public transport initiatives, progressing work on sustainable aviation and maritime fuels, and retaining the clean car importer standard at an achievable level.

ERP2 is still in its development phase and final decisions will be made following public consultation this year. MoT have a team working on the transport part of this plan but cannot comment on the impact it may or may not have on the GPS and NLTP until it has been developed.

- 19. If the focus of this Government on emissions reduction is more narrowly aligned to things like EV uptake, EV charging stations & congestion charging, does this in itself mitigate the point made above, at least from a NZTA/ NLTP perspective (i.e., limit our risk exposure), noting the new investment being sought from a revised GPS has quite a different focus?**

See the response to Question 18.

- 20. What are Government expectations about decarbonisation and what is the role of the GPS and the NLTP in relation to this?**

See the response to Question 18.

- 21. What replaces the Road to Zero strategy and how will this be used to inform funding levels for the road safety programme?**

Later this year, the Government will publish new objectives for road safety which focuses on safer roads, safer drivers, and safer vehicles.

The road safety programme will be funded from a variety of sources including the State Highway and Local Road Improvements activity classes, and it is NZTA's responsibility to allocate funding from these activity classes.

Miscellaneous

- 22. The GPS discusses the need for NZTA and councils to consider alternative funding sources. What alternative funding sources will NZTA be exploring and what options should local government be exploring?**

To ensure better value from each dollar of transport spend, the GPS sets an expectation that a broader range of funding and financing models will be used to fund infrastructure, including opportunities to use private expertise and finance.

This will likely include more Public Private Partnerships, increased use of tolling, time of use charging, equity finance schemes and value capture to generate additional revenue.

More work will be needed to understand opportunities for local government to consider alternative financing/delivery models.

- 23. How is the proposed 30-year plan in the GPS different from Arataki?**

The GPS sets out the Government's direction for the proposed new National Infrastructure Agency (NIA) to develop a 30-year transport plan. NZTA will work with the NIA. Arataki may be useful background to assist with the development of the 30-year plan, Arataki being a shared sector view to plan, develop and invest in the land transport system during the next 30 years. Arataki is designed to tackle the longer-term challenges facing the transport sector, such as demographic change, advances in technology and data and changing travel patterns.

- 24. How do NZTA, alternative funding options and the proposed National Infrastructure Agency fit together?**

NZTA will be expected to explore alternative funding options eg, Private Public Partnerships to fund activities like the Roads of National Significance programme (RoNS). When the NIA is created, it will be a centre of excellence, and will be responsible for managing contracts associated with the various alternative funding options.

25. What is included in the Canterbury Package?

This refers to projects underway as part of the New Zealand Upgrade Programme.

26. What is included in the Queenstown Package?

This refers to projects underway as part of the New Zealand Upgrade Programme.

27. How are the RoNS projects equitable given they are all located in the North Island?

These 15 RoNS projects have been identified as some of New Zealand's most essential state highway corridors that require significant development and investment. When complete they will reduce congestion, improve safety, support housing development, boost economic growth, and provide a more resilient roading network.

Decisions about which activities get funded and where is dependent on NZTA Board decisions on the NLTP.

As well as the RoNS projects there may be other projects the Government wants to progress that are of crucial regional significance and improve resilience in the South Island. Some of these may be delivered outside of the NLTP.

28. Is public transport a priority in the GPS, and if so, is the focus on funding existing services both efficiently and effectively? What are the priorities for public transport outside Auckland for the next three years?

The Government will be prioritising practical, achievable, transport projects that deliver reliability to commuters, benefit businesses, and support economic growth. Projects must also demonstrate value for money.

The GPS 2024's focus recognises the importance of efficient public transport networks in our main cities. Making targeted investments in the Auckland and Wellington public transport networks will reduce congestion and unlock economic potential.

Activity class ranges have been set to allow for existing services to be funded, but the exact funding level will be at the discretion of the NZTA Board.

29. Does the removal of the Inter-Regional Rail activity class mean that projects like Te Huia are no longer going forward?

Te Huia has been funded on a trial period until 30 June 2024. Once the trial ends, the service will need to seek funding from the relevant activity class or via alternative funding sources.

30. The GPS says that rail will no longer be funded by fuel excise duty and road user charges. What does this mean in practice and what does this specifically relate to (eg, third tracking on the Western line where there are benefits for both commuter and rail freight or all rail investment)?

Funding through the National Land Transport Fund for the Rail Network activity class will be capped at the level of revenue from track user charges. The Government may choose to top this up with additional Crown funding. Metro rail is still able to be funded through the relevant public

transport or infrastructure activity class. Any decision on the funding of specific rail projects will be subject to Minister's approval if it is part of the Rail Network Investment Programme, or NZTA Board approval if it is metro rail.

- 31. The GPS asks for significant reforms which require strategy and planning work. This type of work is funded from the Investment Management activity class but the funding in this class has decreased. Why is this? Is this because strategy and planning work can now be funded from another activity class?**

The Government is committed to achieved greater value for money from the Crown's investment in transport and is expecting to see cost efficiencies in all projects including those funded from the Investment Management activity class.

- 32. When will we see new legislation to support congestion charging or fast track consenting and will councils have the opportunity to feed into this process?**

The Government is currently developing this legislation, but timelines are yet to be confirmed. Councils will have the opportunity to input on these changes through standard public consultation processes.

- 33. Does the removal of the Coastal Shipping activity class mean any small-scale phase commitments can be claimed within this class until they expire. If not, what's the alternative as to where these should be funded from?**

In-flight activities within this activity class in the 2021-24 NLTP will be largely completed, and payments finalised before the end of this financial year on 30 June 2024.

- 34. Similar to the above, is there an expectation to find new activity class homes for existing approved activities with multi-modal components, or does this apply only to new approvals?**

Activities with multi-modal components will need to be separated out into their relevant components and funded through the appropriate activity class. This is the case for new activities and for activities with funding already approved.

- 35. What will the new Activity Classes mean for TIO? Will there need to be new inputs?**

No, NZTA are working to re-map the current maintenance work categories to the two new activity classes. This will be done in the system for activity classes.