

OC230311

16 May 2023



Tēnā koe 

I refer to your email dated 6 April 2023, requesting the following under the Official Information Act 1982 (the Act):

*“I wish to seek all correspondence that the Ministry of Transport has sent to, and/or received from, local councils, regarding the Government Policy Statement 2024 which is currently being developed.”*

Which I then asked you to refine, which you have done to:

*“Information that refers to the content of the GPS but excludes administrative correspondence that does not add any relevant information.”*

Eight ‘documents’ fall within the scope of your request and are detailed in the document schedule attached as Annex 1. The schedule outlines how the documents you requested have been treated under the Act.

Certain information is withheld under the following sections of the Act:

- |             |  |
|-------------|--|
| 9(2)(a)     | to protect the privacy of natural persons  |
| 9(2)(f)(iv) | to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials |
| 18(d)       | the information requested is or will soon be publicly available  |

With regard to the information that has been withheld under section 9 of the Act, I am satisfied that the reasons for withholding the information at this time are not outweighed by public interest considerations that would make it desirable to make the information available.

We are withholding information that is related to the content of GPS 2024 that is currently under active consideration (s9(2)(f)(iv)) as officials are still working on the content of GPS 2024.

We have included PowerPoints of presentations we gave to local council representatives and included these as indicative of verbal correspondence between us. They were informal and so staff have advised that there was no email correspondence following up on these to record feedback from these sessions.

You have the right to seek an investigation and review of this response by the Ombudsman, in accordance with section 28(3) of the Act. The relevant details can be found on the Ombudsman's website [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz)

The Ministry publishes our Official Information Act responses and the information contained in our reply to you may be published on the Ministry website. Before publishing we will remove any personal or identifiable information.

Nāku noa, nā



Tim Herbert  
**Manager Investment**

Table 1 Annex One - Document Schedule

Doc #	Date	Document	Decision on release
1 Pg. 1	28 July 2022	PowerPoint on “The Government Policy Statement on land transport (GPS) 2024 LGNZ Mayoral Forum, 9 July 2022.”  This is included as it shows a presentation we gave to this group where there was verbal correspondence on the GPS (no formal notes were emailed to them following this).	Released in full.
2 Pg. 38.	21 September	PowerPoint on “GPS 2024 and other land transport policy issues, early engagement sessions” presented to Transport Special Interest Group (TSIG) members.	Some information redacted under: 9(2)(f)(iv) (password on pg 41) Out of scope (pg. 68-69)
3 Pg. 77	11 October 2022	PowerPoint on “Government Policy Statement on Land Transport 2024: Early engagement with ATAP partners.”  This is included as it shows a presentation we gave to this group where there was verbal correspondence on the GPS (no formal notes were emailed to them following this).	Some information redacted under: Out of scope (pg. 106-107)
4 Pg 113.	28 July – 11 October 2022 period	Miro Board: “Early Engagement Session”	Released in full.
5 Pg 115	19 October 2022	PowerPoint on “Government Policy Statement on Land Transport 2024: Early engagement with Tauranga City Council.”  This is included as it shows a presentation we gave to this group where there was verbal correspondence on the GPS (no formal notes were emailed to them following this).	Some information redacted under: Out of scope (pg. 144 - 145)
6 Pg. 151	27 October 2022	Attachment to an email to TSIG (administrative) containing preworkshop material “Activity Class Structure pre-workshop material”	Released in full.
7 Pg 158	NA linked to item above	PowerPoint on “Activity Class Workshop”	Released in full.

Doc #	Date	Document	Decision on release
8 Pg 175	21 December 2022	Emails to Auckland Transport Alignment Project, Transport Special Interest Group and individuals sending through the Indicative priorities on the GPS 2024.	Some information redacted under: s9(2)(a) (pg 175-177).  These emails all contain the same attachment which is being withheld under section 18(d) since this is publicly available online here: <a href="https://www.transport.govt.nz/assets/Uploads/Signalling-GPS24-Indicative-strategic-priorities-Engagement-Paper-FINAL.pdf">https://www.transport.govt.nz/assets/Uploads/Signalling-GPS24-Indicative-strategic-priorities-Engagement-Paper-FINAL.pdf</a>
NA	Early 2023	Feedback on the indicative priorities from local councils	Withheld in full under Section 9(2)(f)(iv) information under active consideration.



TE MANATŪ WAKA  
MINISTRY OF TRANSPORT

# Workshop with TSIG and MoT

**GPS on Land Transport 2024**

28 July 2022

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# Agenda

Welcome and introductions	2.00pm
<b>Ministry presentations</b>	
Development of GPS 2024 – issues under consideration (Paul Hawkes)	2.05pm
Emissions and Decarbonising the Transport System (Kiana Iva)	2.35pm
Taking a longer-term view (Alastair Farr)	3.05pm
<b>TSIG presentation</b> (Russell Hawkes)	3.35pm
RLTPs – challenges and opportunities	
Open discussion	4.00pm

## Objective

The aim of this workshop is build a shared understanding of how the GPS and RLTP process work together.

Each presentation will feature a QnA session immediately following.

# Development of GPS 2024

Paul Hawkes

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# Overview

**GPS 2024 will be a transformational approach to the GPS process, and will need to grapple with some significant policies and issues.**

- the Emissions Reduction Plan – the transport objectives of which will need to be delivered.
- Baselineing the GPS – in effect, assessing the emissions impact of the GPS.
- How will the NLTF be funded? Forecasting indicates a need to ascertain how the transport system will be funded going forward.
- Part of the reasoning behind this is related to some of the issues GPS needs to tackle. Increasing levels of 'WFH' brought on by a global pandemic, the increasing uptake of electric vehicles which are currently exempt from RUC and lower patronage on public transport have all put significant pressures on funding the NLTF.
- What flow on effects these have FED/RUC and more are all impacting on the ability to fund the sector?
- How will other wider government work be included in the GPS – for example, RMA reform?
- How will the GPS account for, or include, significant non NLTF funding sources? What role does the GPS play in future 'mega projects'?



# Potential Strategic Priorities for GPS 2024

- Maintenance
- Safety
- Emissions Reduction
- Urban Growth and an integrated Freight System
- Resilience

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# Objectives and Intent of GPS 2024 – some foundations and questions

Equity	Maintain focus on equity and ensure access to the transport system is maintained and, where possible, improved
Role of GPS, Funding	GPS will need to be configured to account for NLTF, Budget and CERF funding and align associated processes and timeframes
Maintenance	Systemic approach to maintenance, renewals and operations, levels service and repurposing of road space are factored into decision making
ERP	GPS 2024 will embed emissions reduction goals, reflecting the priority placed on this work.
VFM	maximise funding available to the transport sector while ensuring that the right projects are prioritised, delivering benefits at agreed cost.
Accountability	Ensure clear links and reporting between what is required from the GPS and what is delivered through the NLTP
Long Term View	How do we extend the longer term role of GPS and provide better/ clearer direction across an extended timeframe?

## GPS 2024 Design?

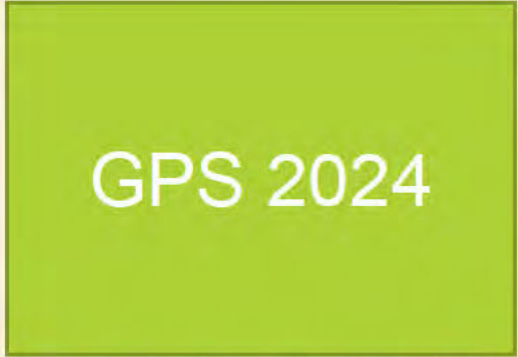
- **Focus on Outcomes?** How do we create a GPS that delivers its goals – an outline of the Government’s investment strategy for the transport sector, and delivering on the Transport Outcomes Framework.
- **Design?** How do we create a GPS that is streamlined and clear? How do we account for the multiple sources of funding that are likely to be paying for the transport system – not just the NLTF, but CERF, NZUP Budget processes and so forth.
- **Focus?** What does the GPS focus on – delivering on the strategic priorities? Mapping out how activity classes are designed and used?
- **Usability?** In its current form, how useable is the GPS? What can be improved?

# Integrating GPS across the wider Policy/ Strategy landscape

## Transport policy considerations



## Wider government considerations



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# Engagement processes, Governance

## Public engagement

Online listening sessions will be held during August with regional councils. We are planning for this to involve other Ministry teams to lessen the impact on the sector.

Following the publication of the draft GPS, we would like to, in conjunction with Waka Kotahi, run in-person engagement around New Zealand.

Māori engagement is also being planned. The Iwi Chairs organisation is being contacted about engaging on the GPS and NLTP/F processes, which Waka Kotahi would be welcome to participate in.

The Iwi Chairs engagement does not yet have a timeframe associated, but we hope for Q3 this year.

## Ministerial engagement

The Minister has committed to meet regularly with the GPS team to develop and refine the GPS.

We are in the process of confirming the topics and schedule for these sessions.

## Governance

We want TSIG to join our Advisory Group – comprised of relevant team leads across the Ministry and Waka Kotahi.

# Governance at a glance



# Funding GPS 2024

## We are facing a significant investment gap

- The National Land Transport Fund is not sufficient to meet all of Government's aspirations.
- Escalating construction costs across the programme
- Cost of living crisis – discounts on FED and RUC and PT fares through to January 2023.
- The more successful we are in achieving VKT reduction, the greater the impact on revenue.

## There are difficult choices ahead



## Funding GPS 24 – points to consider

### Adopting a land transport investment strategy

- Focus is on aligning GPS/ NLTP/ Budget and CERF funding processes and timelines

### Role of GPS/ NLTP

- Should the NLTF funding be prioritised to maintain the operation of the existing system?
- How much scope is there to deliver on strategic priorities?
- How should separate funding streams intersect with the NLTP process?

### Lack of Certainty

- Annuality and lack of certainty around the budget/ CERF funding process
- **But** there are options around multi-year bids and other major projects funded this way



# The Emissions Reduction Plan and the GPS

Kiana Iva

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# The Emissions Reduction Plan

- The Emissions Reduction Plan (ERP) sets out how New Zealand will reduce our impact on the climate.
- The ERP contains targets and actions to achieve a **41% reduction in transport emissions by 2035**.
- The ERP focuses on the actions we need to take over the next three years to reduce transport emissions, while also setting out an approach that is the foundation for the next 30 years.
- Achieving this level of emission reduction from transport will require **transformational changes**.

# Four transport targets

The Emissions Reduction Plan sets these targets for transport by 2035:

Reduce total kilometres travelled by the light fleet by **20%**



The Emissions Reduction Plan sets these targets for transport by 2035:

Increase zero-emissions vehicles to **30%** of the light vehicle fleet



The Emissions Reduction Plan sets these targets for transport by 2035:

Reduce emissions from freight transport by **35%**



The Emissions Reduction Plan sets these targets for transport by 2035:

Reduce the emissions intensity of transport fuel by **10%**



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## Focus areas

### Focus area 1: Reduce Reliance on cars and support people to walk, cycle and use public transport

- Focus area one places emphases on delivering actions that will support the uptake of public and active modes of transport

### Focus area 2: Rapidly adopt low-emissions vehicles

- This area is focused on rapidly adoptions low emissions vehicles and fuels, including to accelerate the uptake of low-emissions vehicles, make low-emissions vehicles more accessible for low- income and transport disadvantaged New Zealanders, and to support the rollout of EV charging infrastructure.

### Focus area 3: Begin work now to decarbonise heavy transport and freight

- This area places emphases on supporting the decarbonisation of freight, accelerating the decarbonisation of the public transport bus fleet, progressing decarbonisation in maritime and aviation, and implementation of the Sustainable Biofuels Obligation

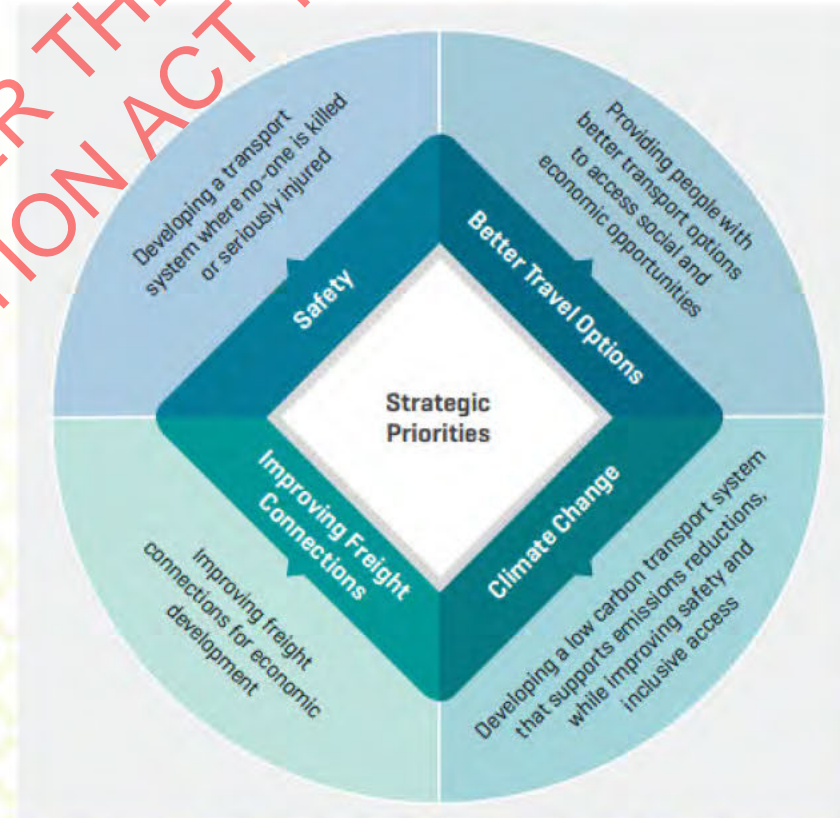
### Cross cutting and enabling measures that contribute to the delivery of a low-emissions transport system

- This area includes a range of tools that can be used to support delivery of a low emissions transport system, which includes the GPS.

# The ERP is likely going to be a strategic priority in the GPS

- The Minister has already set an expectation that emissions reduction and delivering on the ERP will be a strategic priority for the GPS
- We need to figure out how the GPS can best deliver on this expectation, which might mean taking a different approach to previous GPSs.

GPS 2021 Strategic Priorities



## 3 main areas of work

Analysing the level of influence the GPS can have (including through funding)

Working through the expectations the ERP has for the GPS, and where the GPS will have more influence/where further assistance will be needed

Structure of the GPS and developing content

Developing structure, content, and connections between strategic priorities, activity classes, and Ministerial requirements.

Delivering actions in the ERP

Working through a plan on how we will deliver the actions, and options for implementation within the GPS

## The ERP provides a clear direction for the GPS

“Ensure the next Government Policy Statement on Land Transport guides investment that is consistent with the emissions reduction plan”

### Action 10.4: Support cross-cutting and enabling measures that contribute to the delivery of a low-emissions transport system

Cross-cutting and enabling actions are important to help us understand the changes required and the impact of our choices on reducing transport emissions. These will help us to design a stronger and more equitable low-emissions transport system.

#### Key initiatives

- ▶ Ensure the next Government Policy Statement on Land Transport guides investment that is consistent with the emissions reduction plan.
- ▶ Develop a strong evidence base to inform transport decarbonisation and an equitable transition, and to ensure actions taken are effective within the Aotearoa context.
- ▶ Embed long-term transport planning to give greater confidence that we are on the right path to eliminate emissions and achieve other goals.
- ▶ Provide people and businesses with information and education to support behaviour change as we transition to a low-carbon economy.
- ▶ Develop the skills and capability required to transition to a low-emissions transport system and support an equitable transition.

## The GPS is a key tool for delivering several ERP initiatives

The 'types' of actions in the ERP, which need to be delivered through the GPS (at least partially), include:

- 1) Actions that the GPS as a tool must give effect to (i.e. set requirements for). – e.g. *setting a high threshold for new investment to expand roads*
- 2) Actions in the ERP that require funding (but NLTF constraints may mean that other funding sources are required).



# 1. Actions the GPS must give effect to

This includes these two key actions:

- **10.1.1. key initiative:** Require new investment for transport projects to demonstrate how they will contribute to emissions reductions objectives and set a high threshold for approving new investment for any transport projects if they are inconsistent with emission-reduction objectives.
- **10.1.4. key initiative:** Establish a high threshold for new investment to expand roads, including new highway projects, if the expansion is inconsistent with emissions reduction.

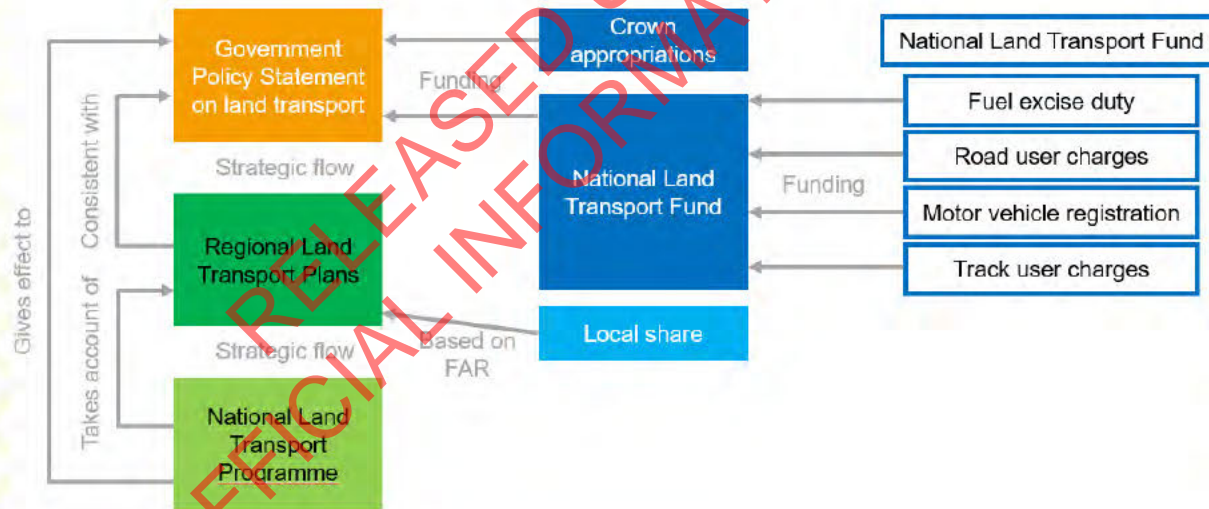
We also need to consider these actions:

- **10.1.2.D. key initiative:** Incentivise local government to quickly deliver bike/scooter networks, dedicated bus lanes, and walking improvements by reallocating street space (including during street renewals).
- **10.1.5 key initiative:** Ensure transport policy and investment settings encourage the use of nature-based solutions, including protecting existing carbon sinks and support for new long-term carbon sequestration opportunities where appropriate.

## 2. Actions in the ERP that require funding

- This includes several actions to improve public transport, walking and cycling infrastructure and services (which may not be able to be fully funded through the NLTF).
- In addition, VKT reduction programmes will be developed by Waka Kotahi in partnership with local government for Tier 1 and 2 urban areas.
  - These do not currently have a funding source tied to them (as RLTPs do with the NLTF).
  - Emissions reduction projects/activities could sit in both RLTPs and VKT reduction programmes – and they will be developed at similar times.
  - More work needs to be done to confirm the alignment between these documents and how the GPS can provide direction to local government on these.

# We need to align the ERP, GPS, and other key planning documents and ensure funding sources work together



## Next steps

- 1) We need to work out the different options we have for ensuring the GPS is consistent with the ERP, including through strategic priorities, requirements and activity classes.
- 2) We need to clarify the relationship between the ERP, GPS, and key planning documents and funding sources (e.g. NLTP, RLTPs, VKT reduction programmes, NLTF, CERF etc.).
- 3) We need to prepare advice to the Minister on the role GPS will play in delivering emissions reductions and the ERP.

# Taking a longer-term perspective

Alastair Farr

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Kia hora te marino, kia whakapapa  
pounamu te moana, kia tere te kārohirohi  
i mua i tō huarahi.

May peace be widespread, may the sea glisten  
like greenstone, and may the shimmer of  
light guide you on your way.

# We are entering a period of major transition

## The transport system is a key enabler of people's wellbeing

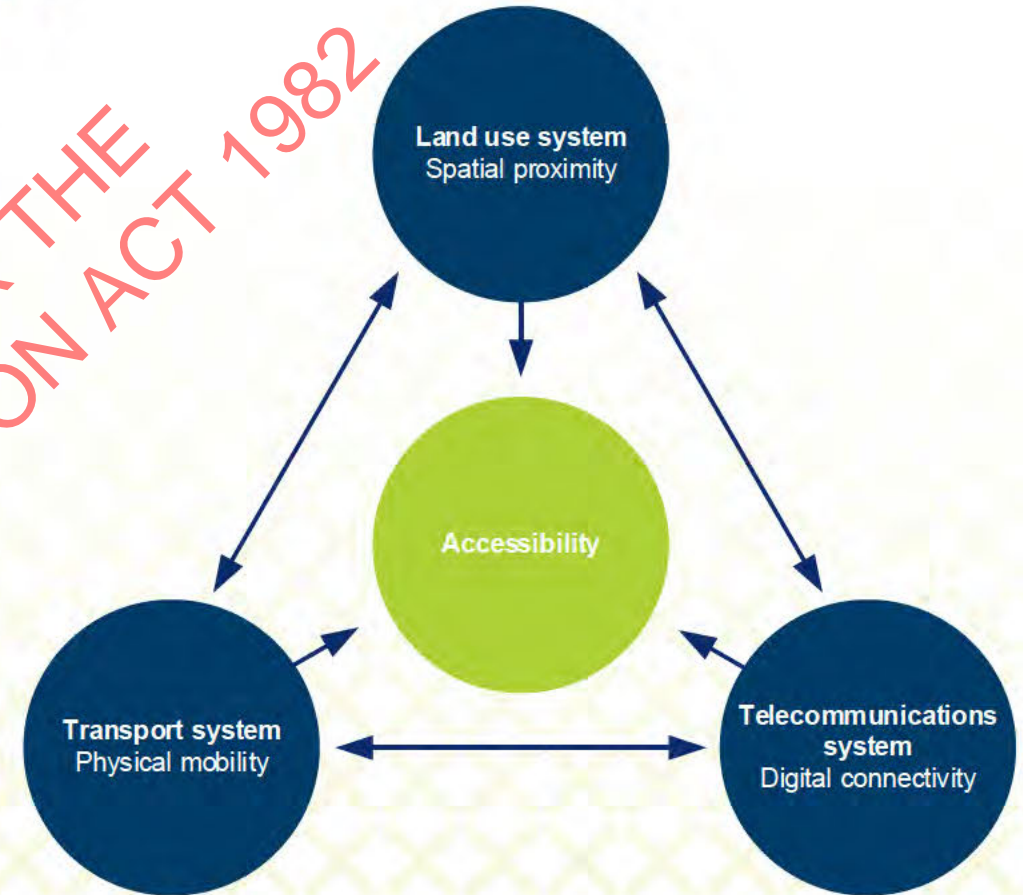
It connects businesses, markets, and regions.

It shapes, and is shaped by, urban form and development and has major impacts on people's health.

## But our needs are changing

Changes in transport are critical for New Zealand to meet our carbon emissions goals.

And transport is expected to play an increasingly strong role in supporting connected and vibrant cities, towns and regions that offer quality housing, economic and social opportunities, while improving environmental outcomes.

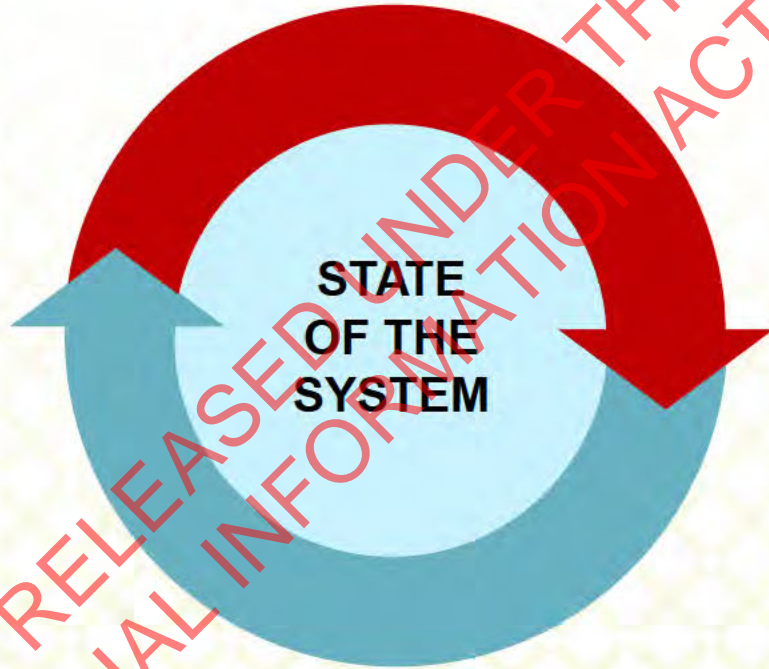


Source: G Lyons, Mott MacDonald/UWE Bristol

# What is changing?

## PRESSURES

-  Demographics
-  Climate change
-  Technology and data
-  Changing economic structures
-  Customer demand and expectations



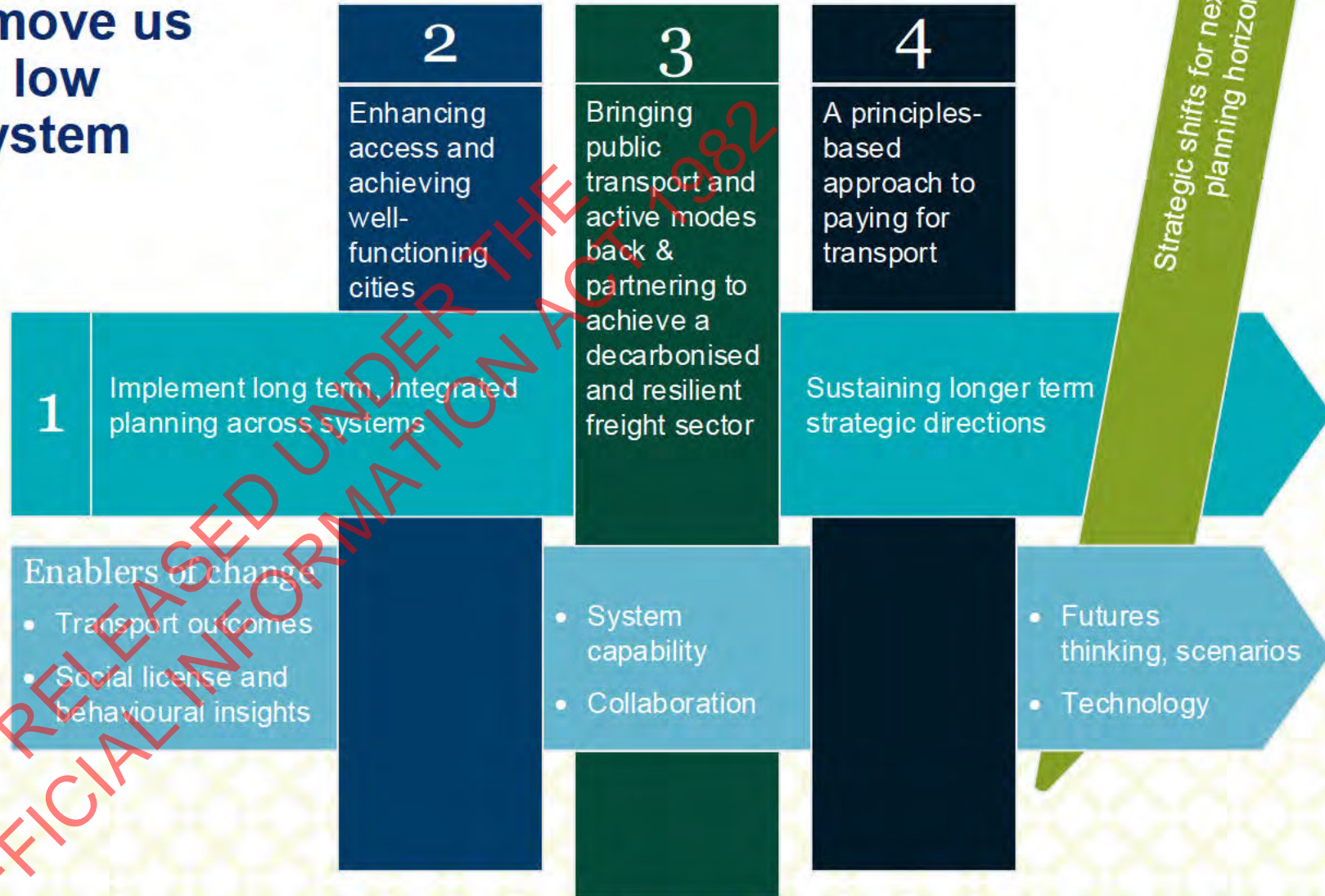
## RESPONSE

-  Funding and financing
-  Modal shift
-  Spatial planning
-  Regulation
-  Influencing behaviours

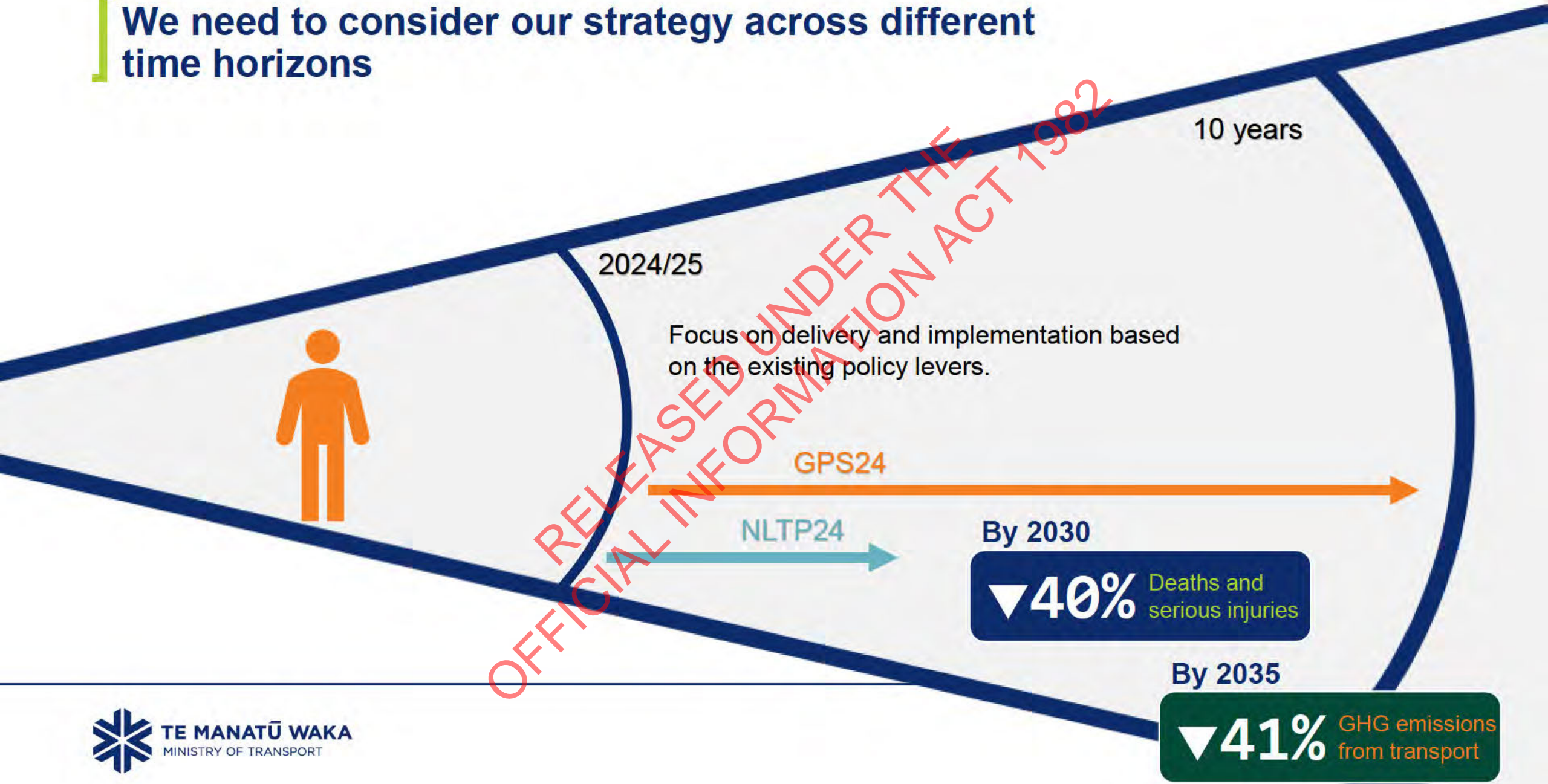


# Four system shifts to move us towards a sustainable, low emissions transport system over the next 30 years

## Key shifts sought over the next 10 years



**We need to consider our strategy across different time horizons**



# We need to consider our strategy across different time horizons



10 years

30 years

Strategic direction for specific parts of the system (the “mezzanine” strategies).

For example:

- Road to Zero
- NZ Freight and Supply Chain Strategy
- Emissions Reductions
- Future of the Revenue System
- Arataki (Waka Kotahi)

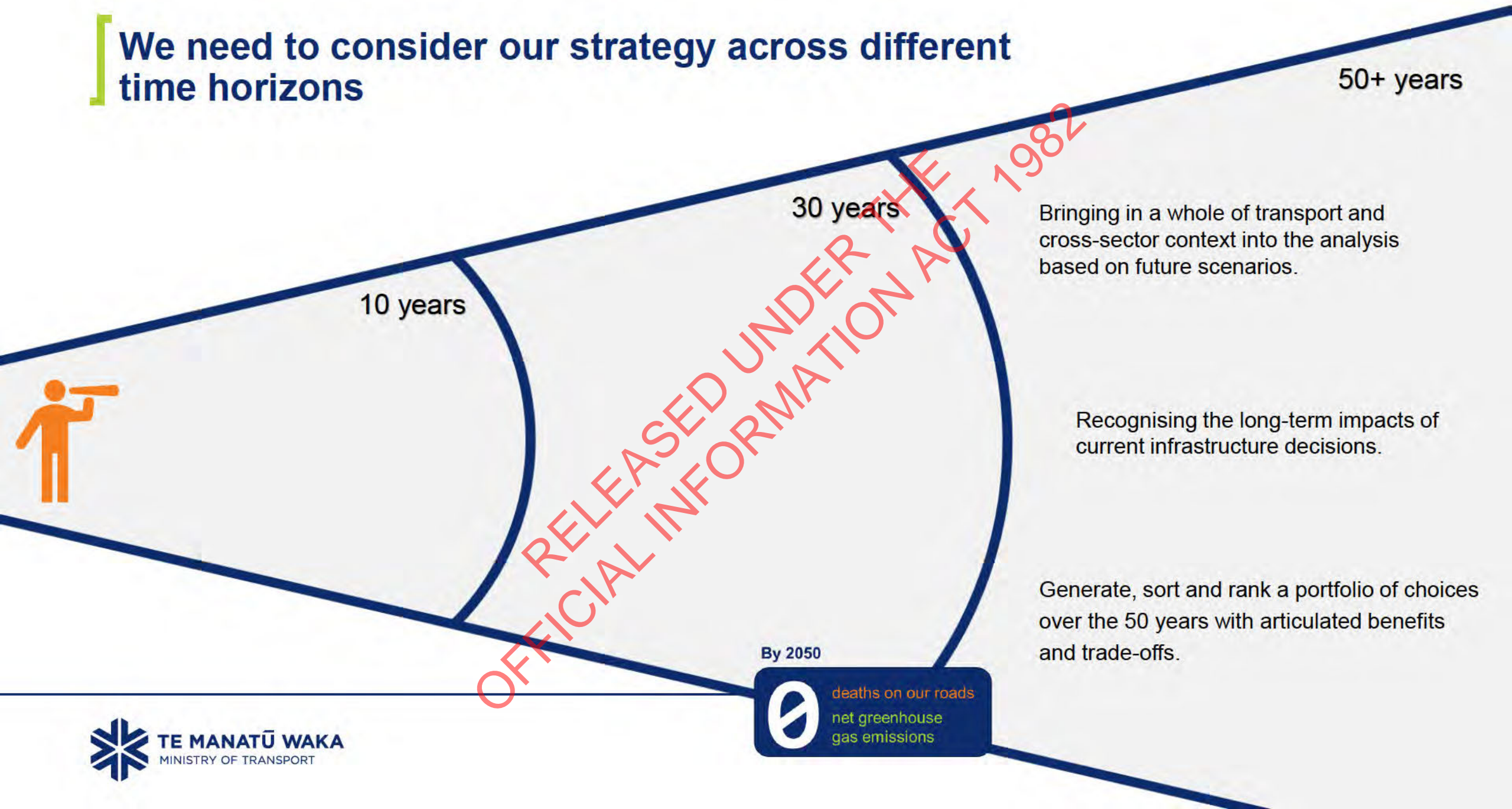
By 2050



deaths on our roads  
net greenhouse  
gas emissions

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# We need to consider our strategy across different time horizons



50+ years

Bringing in a whole of transport and cross-sector context into the analysis based on future scenarios.

Recognising the long-term impacts of current infrastructure decisions.

Generate, sort and rank a portfolio of choices over the 50 years with articulated benefits and trade-offs.

30 years

10 years

By 2050



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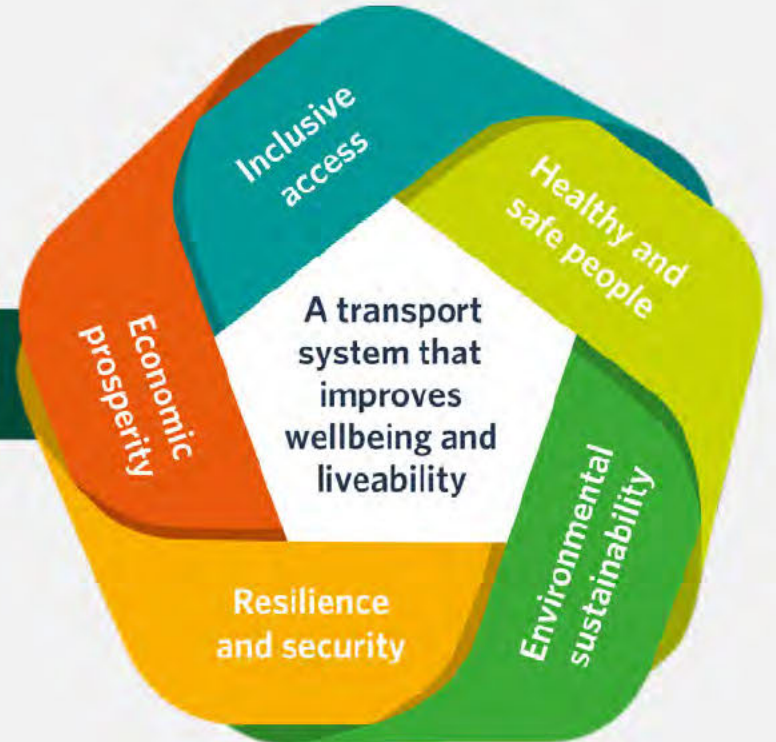
50+ years

30 years

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CONNECTING BACK TO DELIVERY

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By 2050



deaths on our roads  
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## What does this mean for the GPS?

- How should we apply the longer-term view of transport within the GPS?
- Does transport adequately contribute to wider outcomes for New Zealand (or is it transport for transport's sake)?
- How do we acknowledge uncertainty and the need for responsiveness, while providing adequate certainty for planning and implementation?
- What is the right balance between shaping the system versus responding to emerging demands?
- How do we maintain progress towards long term transport outcomes within the political cycle?
- How do we maximise the long term benefits of our investment decisions?



# Open discussion

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## Prompts for discussion

How can the GPS be made clearer to support the development of RLTPs?

Are RLTPs too granular? What level of oversight should they apply?

How can we best involve TSIIG members in the next stages of developing GPS 2024?





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MINISTRY OF TRANSPORT

# GPS 2024 and other land transport policy issues

**Early engagement sessions**

21 September 2022

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# Welcome and introduction

Text  
Bulletin

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# Introduction

## Agenda

<b>2:30pm</b>	Welcome and introduction
<b>2:40pm</b>	GPS on Land Transport 2024
<b>3.15pm</b>	Break
<b>3:30pm</b>	Briefings on: <ul style="list-style-type: none"><li>• ERP</li><li>• Road to Zero</li><li>• Freight and Supply Chain Strategy</li><li>• Sustainable Public Transport Framework</li><li>• Future of the revenue system</li></ul>
<b>4:00m</b>	Open discussion
<b>5:00pm</b>	End of session

## Objectives

- Outline the key opportunities and challenges for the GPS24 process
- Gather your views and perspectives on how we can address these challenges
- Provide updates on other relevant work underway within the Ministry

## Options for providing feedback



Talking



Commenting in the chat



Using the miro board

Miro board link:

<https://miro.com/app/board/uXjVOgwXHGU=/>

Password: <sup>s 9(2)(f)(iv)</sup>

# GPS on Land Transport 2024

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**DISCUSSION**

## Reflections on GPS 2021

### Development of GPS 2021

- Was the strategic intent clear (even if it was difficult to implement)?
- What were you disappointed that the GPS 2021 did not include?

### The Ministry's process

- How engaged were you in the process of developing GPS 2021?
- If you could change one thing about the Ministry's process, what would it be?

### Impacts for your work

- How easy was it to incorporate the directions set in GPS into RLTPs?

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# Structure of the programme

Themes	Workstreams	Focus areas
Strategy development	Strategic priorities	<p>What change is sought through the strategy? How should priorities be weighted and progress measured?</p> <p>Integrating and giving effect to govt strategies and commitments</p>
	Emissions Reduction Plan	<p>Ensuring that GPS supports implementation of ERP</p> <p>Thresholds for investing in new roads and other projects that are inconsistent with emissions-reduction objectives</p>
Design and system mechanics	Funding and financing	<p>Determining "essential" spend</p> <p>Cost of strategic priorities</p>
	Design of the GPS	<p>How do we support effective implementation?</p> <p>Funding principles + activity classes</p>
	Monitoring, Evaluation and VfM	<p>Baselining and modelling the impacts of proposed spend</p> <p>Monitoring framework to enable integrated reporting on performance</p>
Engagement	Public	<p>Understanding the needs and expectations of system users</p> <p>Providing clear signals that are aligned with wider land transport investment cycle</p>
	Ministerial	<p>Engaging effectively with the Minister to ensure GPS gives effect to their direction.</p>



# Focus for GPS 2024

GPS 2024 is expected to focus on integrating government policy directions to inform land transport investments for the short and medium term.

For example:

Transport strategies, such as Road to Zero and the National Freight and Supply Chain Strategy

Implementing the Emissions Reduction Plan and other climate change initiatives

Strengthening links between transport and landuse decisions (RMA reforms etc)

The priorities are likely to be in the following areas:



## The GPS will guide investment that supports emissions reduction

The Government will provide consistent signals and guidance to support decarbonisation. The GPS is a critical part of aligning emissions reduction goals with the land transport planning and investment process.

We also need to consider these specific actions:

### Integrate land-use planning, urban development and transport planning and investments to reduce transport emissions

- Transport projects to demonstrate how they will contribute to emissions reductions

### Require roadway expansion and investment in new highways to be consistent with transport targets

- High thresholds for investment in new roading projects that are inconsistent with emission reduction objectives

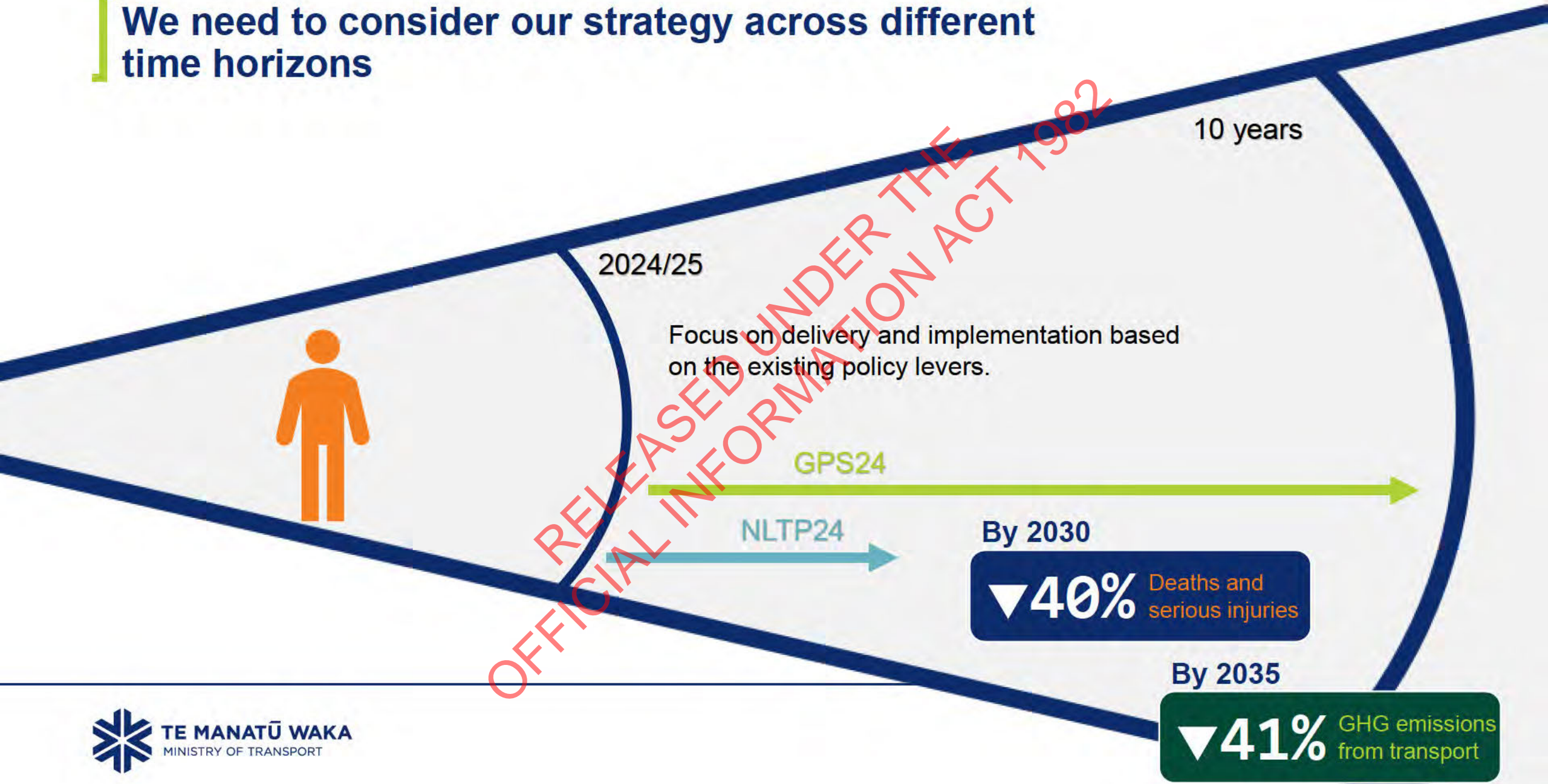
### Support people to walk, cycle and use public transport

- Sub-national VKT reduction targets in major urban areas
- Incentivise reallocation of road space for active modes and public transport

### Embed nature-based solutions

- Encourage investment in solutions such as long-term carbon sequestration opportunities where appropriate

# We need to consider our strategy across different time horizons



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Strategic direction for specific parts of the system (the “mezzanine” strategies).

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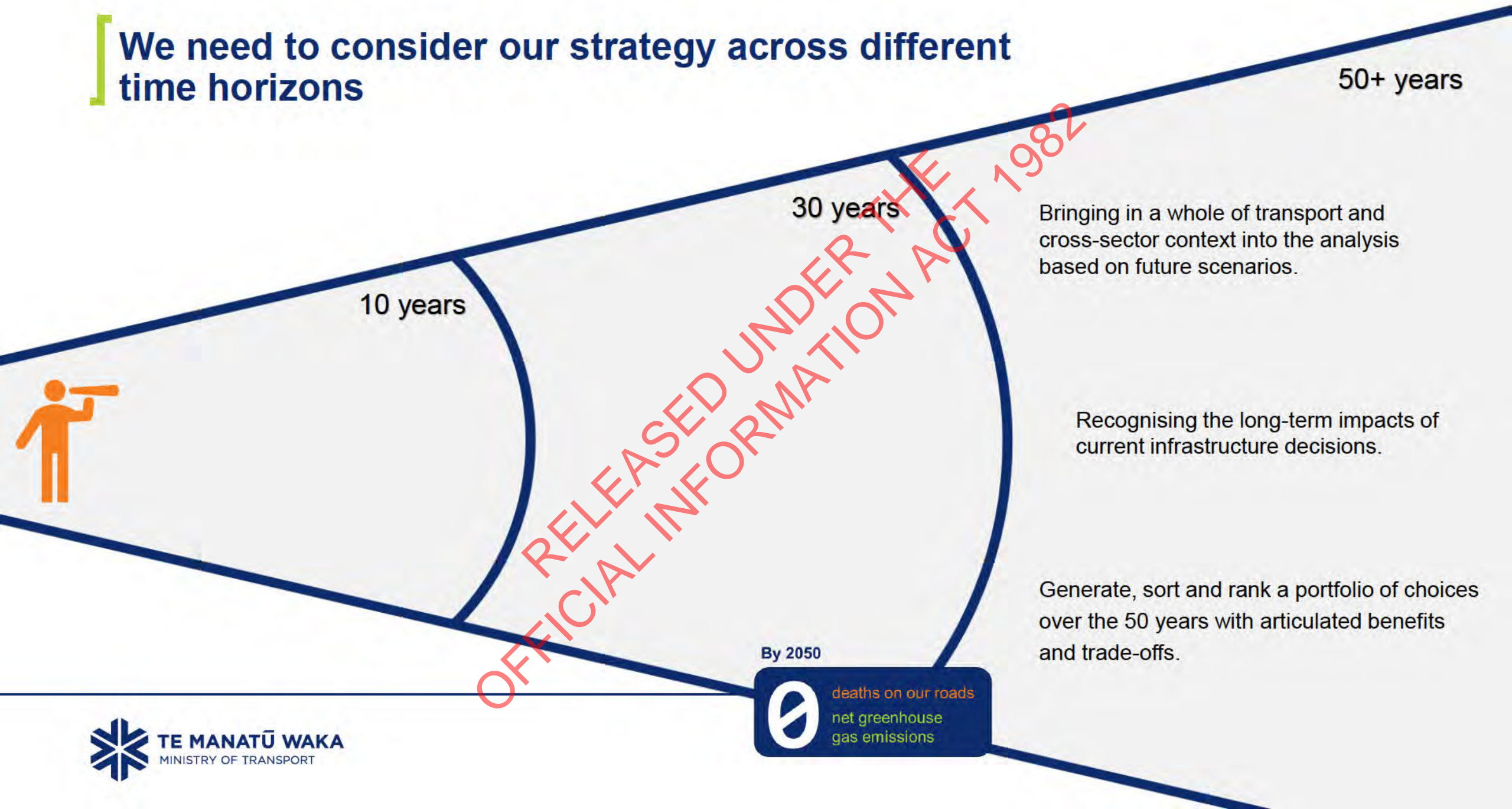
- Road to Zero
- NZ Freight and Supply Chain Strategy
- Emissions Reduction
- Future of the Revenue System
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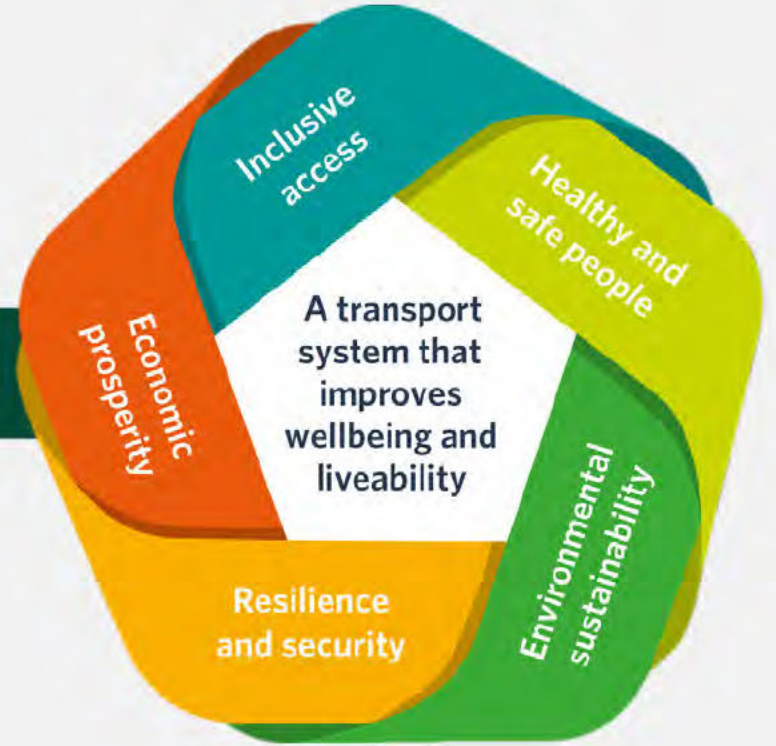
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# Funding GPS 2024

## We are facing a significant investment gap

- The National Land Transport Fund is not sufficient to meet all of Government's aspirations.
- Escalating construction costs across the programme
- Cost of living crisis – discounts on FED and RUC and PT fares through to January 2023.
- The more successful we are in achieving VKT reduction, the greater the impact on revenue.

## The GPS will need to set the wider direction for Crown investment decisions

- This includes, for example, CERF and Budget funding. **But this may not be certain when developing RLTPs.**

## There are difficult choices ahead





# Design of the GPS

## Focus on outcomes

How do we create a GPS that delivers its goals – an outline of the Government’s investment strategy for the transport sector, and delivering on the Transport Outcomes Framework.

Are we delivering co-benefits across multiple outcomes?

## System alignment

How do we create a GPS that is streamlined and embedded within the wider investment system?

For example - sending clear and timely strategic signals to inform RLTP development.

## Funding design

How do we manage for the multiple sources of funding that are likely to be paying for the transport system – not just the NLTF, but CERF and Budget processes.

## Usability and accessibility

Ensuring the intent of the GPS is clear, and framed in the language of users.

Broadening access to other people with an interest in transport policy matters.

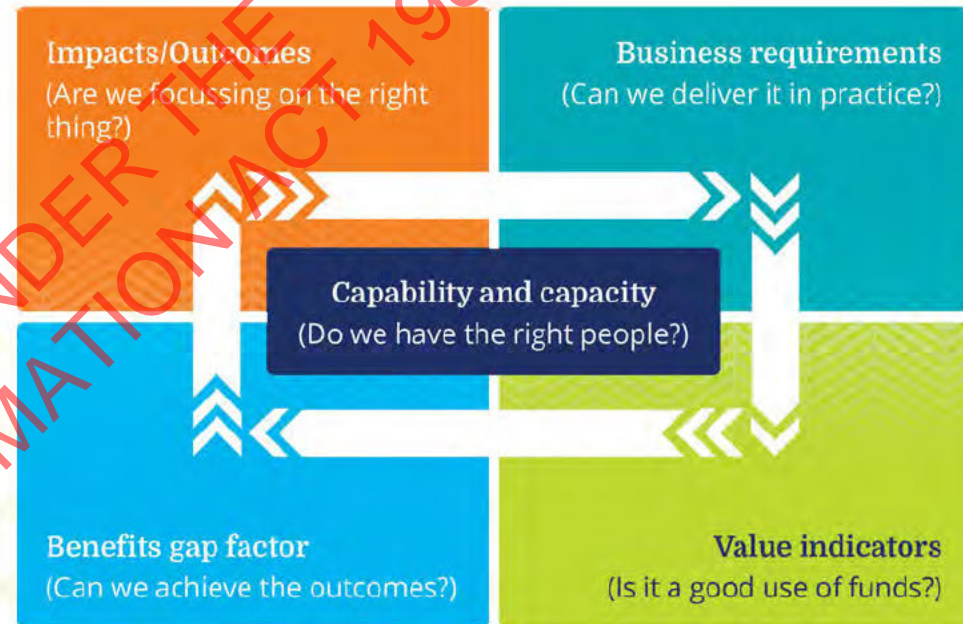
# Monitoring, Evaluation and Value for Money

## Three interrelated elements

Linking **baseline investments** to expected outcomes at a system level - to better understand the impacts of different policy choices.

A **monitoring frame** that is integrated with Waka Kotahi reporting, that enables ongoing monitoring and assessment of GPS delivery.

Continuing the GPS **monitoring and evaluation** work programme



Beca and HKA (2020). *Value for Money Framework Review*. Prepared for Ministry of Transport. Retrieved from: <https://www.transport.govt.nz/assets/Uploads/NZ-MoT-Value-For-Money-Report.pdf>

## Questions for discussion

### Opportunities to improve

- How do you think the GPS could be improved to provide clearer directions that can be operationalised?
- How can we strengthen accountability for achieving system level outcomes?

### Optimising strategic choices

- Your perspectives on system funding challenges.
- How would you make trade-offs?
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### System design considerations

- What do you see as the key gaps in the current system?
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- What are the impacts of managing multiple sources of funding?

### Support from TSIG

- Where do you see opportunities to support the process?
- Can you facilitate connections to other stakeholders in your area?

**Break time  
15 minutes**



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# Other policy work



**DISCUSSION**

**Questions for discussion**

**Opportunities to improve**

- How do you think the GPS could be improved to provide clearer directions that can be operationalised?
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Ministry of Transport

Te Kāwanatanga o Aotearoa  
New Zealand Government

# Emissions Reduction Plan

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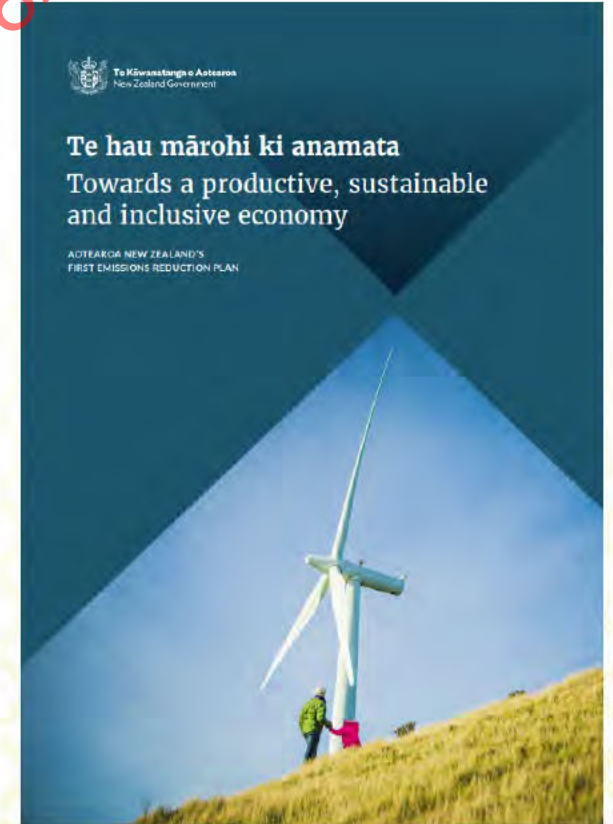
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New Zealand's first Emissions Reduction Plan (ERP) sets out how New Zealand will reduce our impact on the climate.

The ERP contains targets and actions to achieve a **41% reduction in transport emissions by 2035**.

The ERP focuses on the actions we need to take over the next three years to reduce transport emissions, while also setting out an approach that is the foundation for the next 30 years.

Achieving this level of emission reduction from transport will require transformational changes.



## Four transport targets

The Emissions Reduction Plan sets these targets for transport by 2035:

Reduce total kilometres travelled by the light fleet by

**20%**



The Emissions Reduction Plan sets these targets for transport by 2035:

Increase zero-emissions vehicles to **30%** of the light vehicle fleet



The Emissions Reduction Plan sets these targets for transport by 2035:

Reduce emissions from freight transport by

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The Emissions Reduction Plan sets these targets for transport by 2035:

Reduce the emissions intensity of transport fuel by

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# Road to Zero

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# Road to Zero: New Zealand's Road Safety Strategy to 2030



## Vision:

A New Zealand where no one is killed or seriously injured in road crashes



## 2030 Target:

A 40 percent reduction in deaths and serious injuries (from 2016 levels)



## Principles:

We promote good choices but plan for mistakes

We design for human vulnerability

We strengthen all parts of the road transport system

### Safe System

We have a shared responsibility for improving road safety

Our actions are grounded in evidence and evaluated

Our road safety actions support health, wellbeing and liveable places

We make safety a critical decision making priority



## Focus areas:

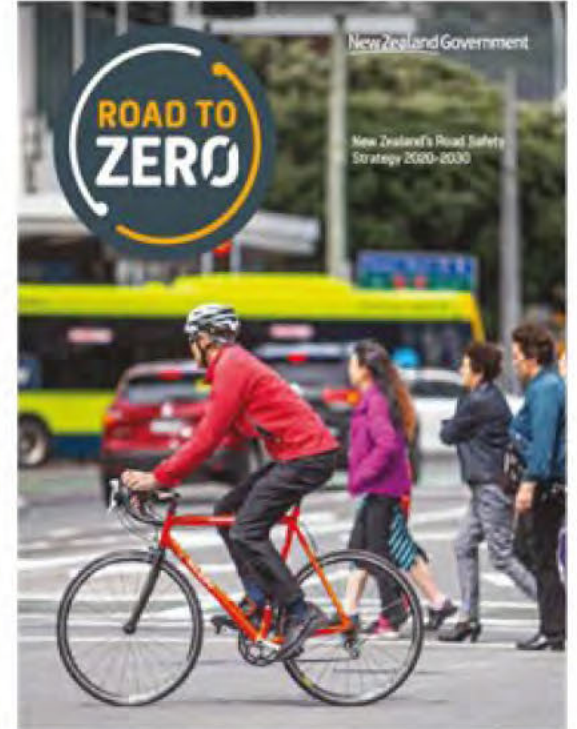
Infrastructure and speed

Vehicle safety

Work-related road safety

Road user choices

System management



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# We are working with our road safety partners on several Road to Zero initiatives

Te Manatū Waka is working on a number of policy initiatives set out in the Road to Zero Action Plan.

## Tackling Unsafe Speeds programme

- A new Setting of Speed Limits Rule requiring all road controlling authorities to include speed limit and speed management treatments in Regional Speed Management Plans
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## Review road safety penalties

- Review infringement fee levels and demerits for key road safety offences to target high-risk behaviours and improve equity in the penalties system

## Accessible Streets

- Enhance safety and accessibility of footpaths, cycle paths, bike lanes and shared paths

## Next Road to Zero Action Plan

- Encourage investment in solutions such as long-term carbon sequestration opportunities where appropriate

# Sustainable Public Transport Framework



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## PTOM is being replaced by the Sustainable Public Transport Framework (SPTF)

- The SPTF will prioritise mode-shift, fair and equitable treatment of employees, and improved environment and health outcomes
- PTAs will be able to own public transport assets directly, providing different pathways to decarbonisation
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- Implementation will be through legislation and operational policy

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# Government has committed funding for public transport initiatives

Public transport is a key part of mode shift goals in the Emissions Reduction Plan

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- Budget 2022 - \$61 million over four years
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- 50 percent concession for Community Services Card holders, expected to start 1 February 2023

## Half price fares

- Budget 2022 - \$27 million for two-month extension
- Government has since agreed to extend half price fares until 31 January 2023.

# Future of the Revenue System

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# New Zealand Freight and Supply Chain Strategy

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# Longer term major trends pose significant challenges and opportunities

## Climate Change



Adaptation to climate change impacts (eg. damage to infrastructure, more frequent disruptions)

Meeting mitigation goals (eg. decarbonising trucks, increasing efficiency, mode shift)

## Population growth & density



- Greater freight volumes and concentration
- Pressure on transport infrastructure and corridors
- Competition for land use

## International developments



- Increasingly volatile geopolitical landscape
- Decisions in international freight transport (e.g. larger ships, vertical integration, low emission ships etc.)

## Digitalisation & technology



- Potential disruptors to existing ways of moving freight
- Opportunities to integrate operations, improve visibility and efficiency

# Strategy outcomes: local government has a key role

1.

## Low emissions

New Zealand's freight and supply chain system is underpinned by a low emissions freight transport system

2.

## Resilience

New Zealand's freight and supply chain system is resilient, reliable, and prepared for potential disruptions

3.

## Productivity & innovation

New Zealand's freight and supply chain system is highly productive and innovative, and performs well when measured against global standards

4.

## Equity & safety

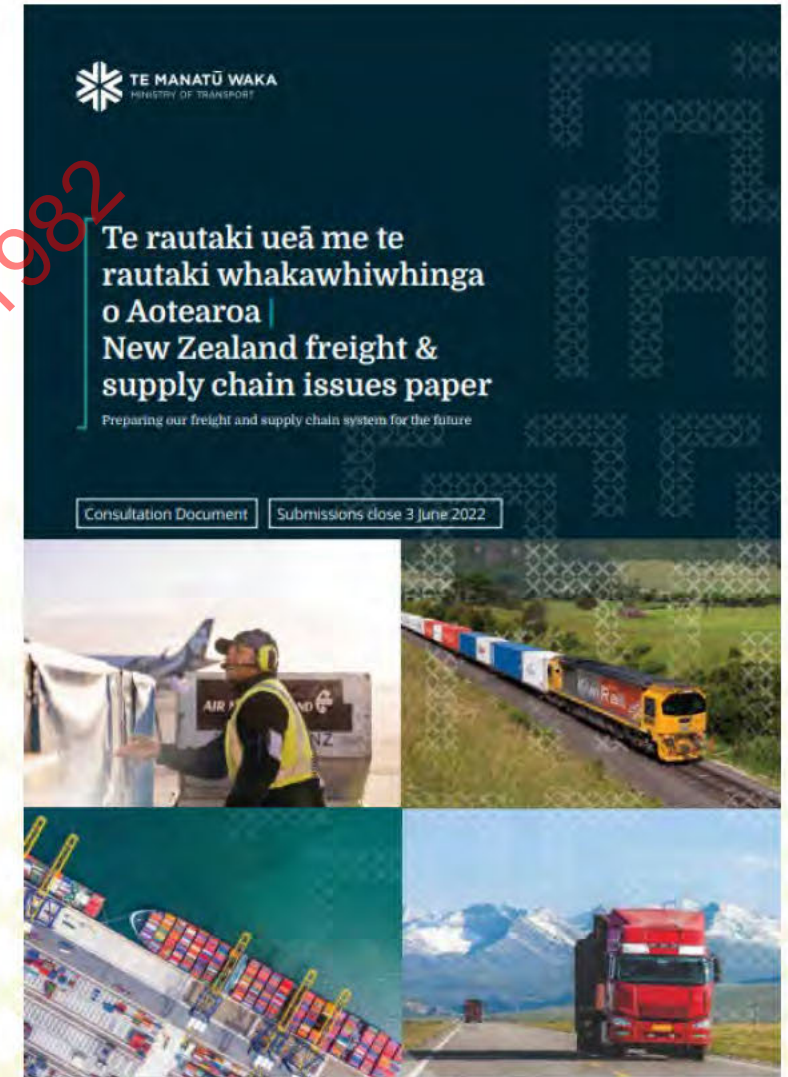
We transition to a low emission, resilient, productive and innovative freight and supply chain system in a way that is equitable and safe for all

- In integrating freight needs into city design and balancing against competing land use demands
- Preserving efficient access to key freight nodes like ports and airports
- Managing resilient freight and logistics infrastructure that considers future freight needs including from a national perspective
- Supporting freight decarbonisation measures
- Improving understanding and social license of freight within communities

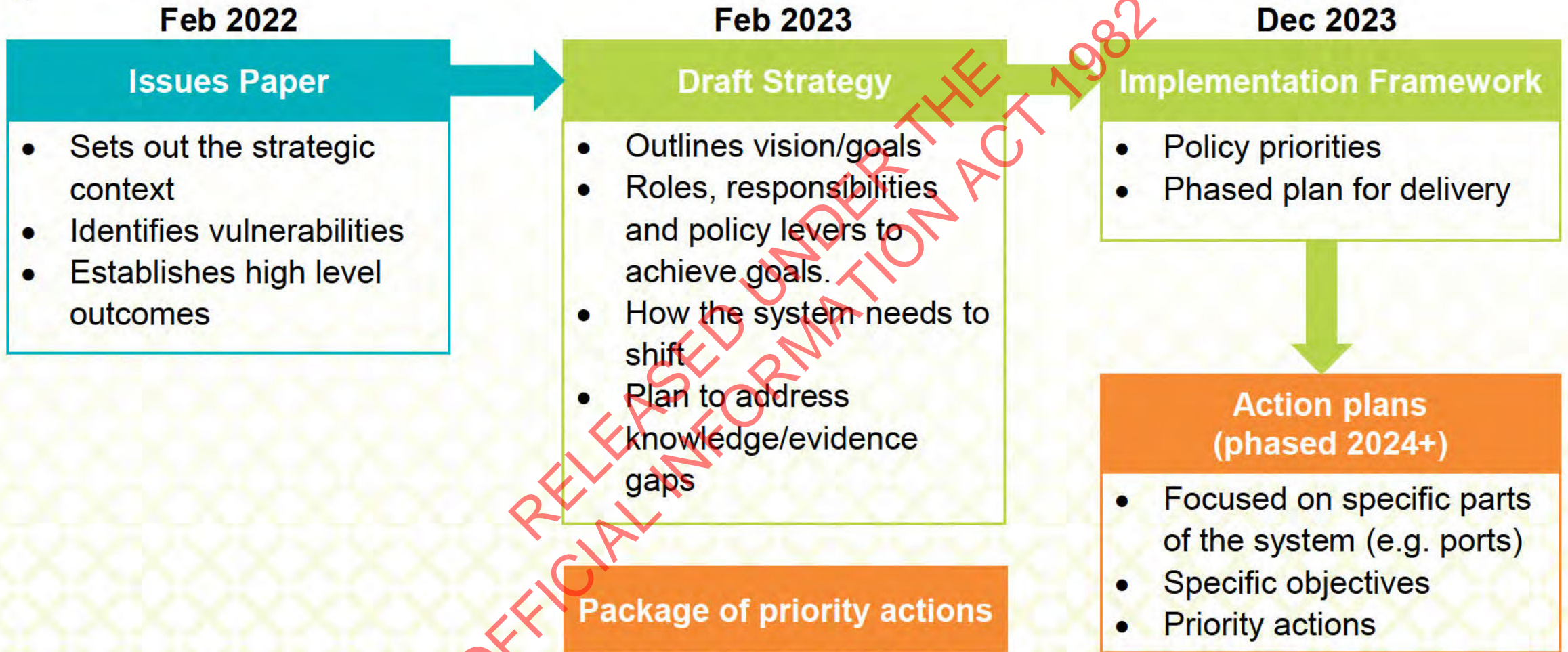
# Issues Paper consultation, Apr-Jun 2022

## Many submitters told us:

- We need better alignment across all govt policy areas. Just fixing the transport parts of the system won't be enough to achieve our outcomes – e.g. energy, RMA, labour, skills, H&S, regional development, intl policy.
- Desire for more data collection, collation, and sharing.
- Broad interest in port reform – both in terms of ownership settings and in new models (e.g. hub and spoke).
- We need to enable the development of long-term and committed investment and regulation plans by govt - to inform industry's own long-term investment decisions.
- Support for a more efficient freight system through better use of existing assets and intermodal hubs.



# Proposed freight and supply chain strategy programme



## Questions for discussion

### Opportunities to improve

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MINISTRY OF TRANSPORT

Kia ora  
Thank you

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# Government Policy Statement on Land Transport 2024

**Early engagement with ATAP partners**

11 October 2022

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# Welcome and introduction

Text  
Bulletin

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# Introduction

## Agenda

<b>11:00am</b>	Welcome and introduction
<b>11:10am</b>	Presentation and open discussion
<b>12:00 noon</b>	End of session

## Objectives

- Outline the key opportunities and challenges for the GPS24 process
- Gather your views and perspectives on how we can address these challenges

# GPS on Land Transport 2024

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**DISCUSSION**

## Reflections on GPS 2021

### Development of GPS 2021

- Was the strategic intent clear (even if it was difficult to implement)?
- What were you disappointed that the GPS 2021 did not include?

### The Ministry's process

- How engaged were you in the process of developing GPS 2021?
- If you could change one thing about the Ministry's process, what would it be?

### Impacts for your work

- How easy was it to incorporate the directions set in GPS into RLTPs?

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# Structure of the programme

Themes	Workstreams	Focus areas
Strategy development	Strategic priorities	<p>What change is sought through the strategy? How should priorities be weighted and progress measured?</p> <p>Integrating and giving effect to govt strategies and commitments</p>
	Emissions Reduction Plan	<p>Ensuring that GPS supports implementation of ERP</p> <p>Thresholds for investing in new roads and other projects that are inconsistent with emissions-reduction objectives</p>
Design and system mechanics	Funding and financing	<p>Determining "essential" spend</p> <p>Cost of strategic priorities</p>
	Design of the GPS	<p>How do we support effective implementation?</p> <p>Funding principles + activity classes</p>
	Ensuring delivery and value for money	<p>Baselining and modelling the impacts of proposed spend</p> <p>Monitoring framework to enable integrated reporting on performance</p> <p>Ensuring delivery, efficiency and value for money</p>
Engagement	Public	<p>Understanding the needs and expectations of system users</p> <p>Providing clear signals that are aligned with wider land transport investment cycle</p>
	Ministerial	<p>Engaging effectively with the Minister to ensure GPS gives effect to their direction.</p>

# Focus for GPS 2024

GPS 2024 is expected to focus on integrating government policy directions to inform land transport investments for the short and medium term.

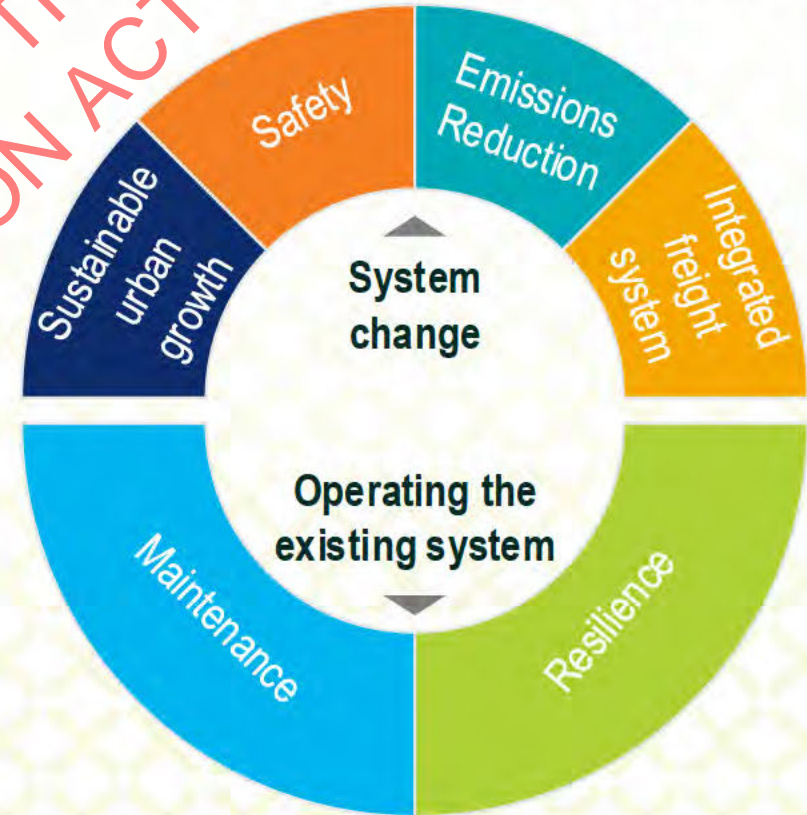
For example:

Transport strategies, such as Road to Zero and the National Freight and Supply Chain Strategy

Implementing the Emissions Reduction Plan and other climate change initiatives

Strengthening links between transport and landuse decisions (RMA reforms etc)

The priorities are likely to be in the following areas:



## The GPS will guide investment that supports emissions reduction

The Government will provide consistent signals and guidance to support decarbonisation. The GPS is a critical part of aligning emissions reduction goals with the land transport planning and investment process.

We also need to consider these specific actions:

### Integrate land-use planning, urban development and transport planning and investments to reduce transport emissions

- Transport projects to demonstrate how they will contribute to emissions reductions

### Require roadway expansion and investment in new highways to be consistent with transport targets

- High thresholds for investment in new roading projects that are inconsistent with emission reduction objectives

### Support people to walk, cycle and use public transport

- Sub-national VKT reduction targets in major urban areas
- Incentivise reallocation of road space for active modes and public transport

### Embed nature-based solutions

- Encourage investment in solutions such as long-term carbon sequestration opportunities where appropriate



We need to consider our strategy across different time horizons



2024/25

Focus on delivery and implementation based on the existing policy levers.

10 years

GPS24

NLTP24

By 2030

▼40% Deaths and serious injuries

By 2035

▼41% GHG emissions from transport

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# We need to consider our strategy across different time horizons



10 years

30 years

Strategic direction for specific parts of the system (the “mezzanine” strategies).

For example:

- Road to Zero
- NZ Freight and Supply Chain Strategy
- Emissions Reduction
- Future of the Revenue System
- Arataki (Waka Kotahi)

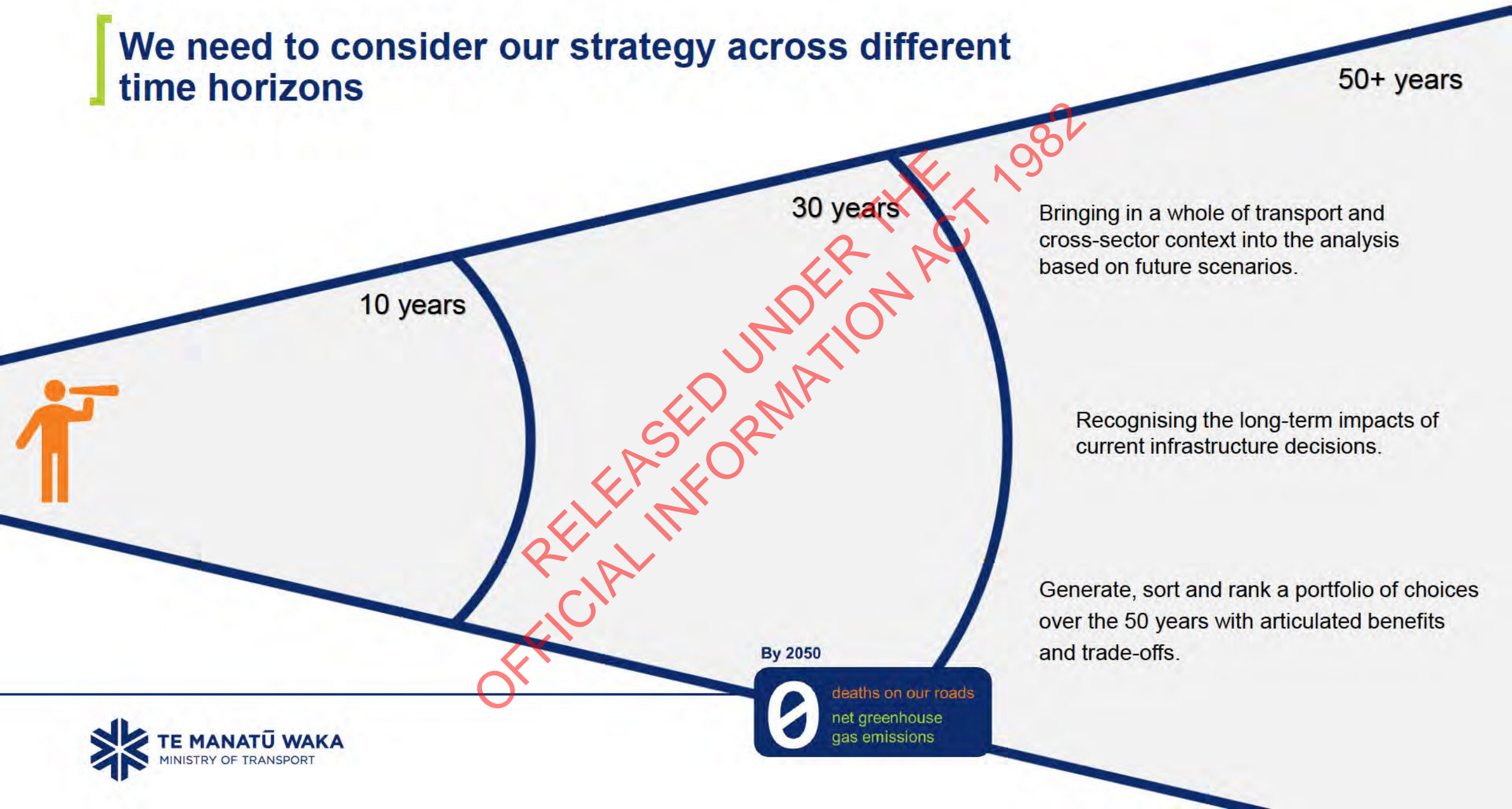
By 2050



deaths on our roads  
net greenhouse  
gas emissions

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# We need to consider our strategy across different time horizons



50+ years

Bringing in a whole of transport and cross-sector context into the analysis based on future scenarios.

Recognising the long-term impacts of current infrastructure decisions.

Generate, sort and rank a portfolio of choices over the 50 years with articulated benefits and trade-offs.

30 years

10 years

By 2050



deaths on our roads  
net greenhouse gas emissions  
gas emissions

We need to consider our strategy across different time horizons

50+ years

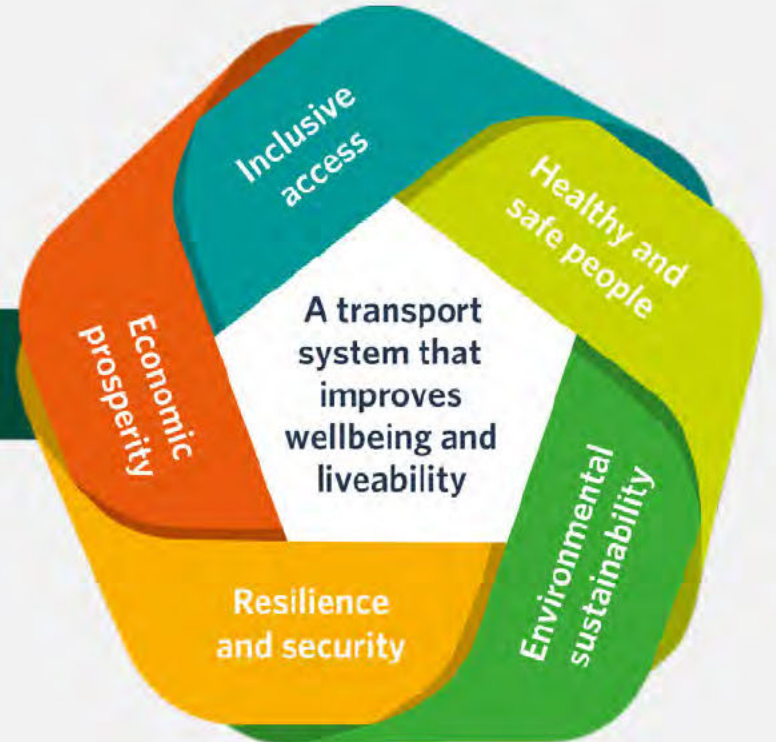
30 years

10 years



CONNECTING BACK TO DELIVERY

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By 2050



deaths on our roads  
net greenhouse gas emissions

We need to consider our strategy across different time horizons



# Funding GPS 2024

## We are facing a significant investment gap

- The National Land Transport Fund is not sufficient to meet all of Government's aspirations.
- Escalating construction costs across the programme
- Cost of living crisis – discounts on FED and RUC and PT fares through to January 2023.
- The more successful we are in achieving VKT reduction, the greater the impact on revenue.

## The GPS will need to set the wider direction for Crown investment decisions

- This includes, for example, CERF and Budget funding. **But this may not be certain when developing RLTPs.**

## There are difficult choices ahead



# Design of the GPS

## Focus on outcomes

How do we create a GPS that delivers its goals – an outline of the Government’s investment strategy for the transport sector, and delivering on the Transport Outcomes Framework.

Are we delivering co-benefits across multiple outcomes?

## System alignment

How do we create a GPS that is streamlined and embedded within the wider investment system?

For example - sending clear and timely strategic signals to inform RLTP development.

## Funding design

How do we manage for the multiple sources of funding that are likely to be paying for the transport system – not just the NLTF, but CERF and Budget processes.

## Usability and accessibility

Ensuring the intent of the GPS is clear, and framed in the language of users.

Broadening access to other people with an interest in transport policy matters.

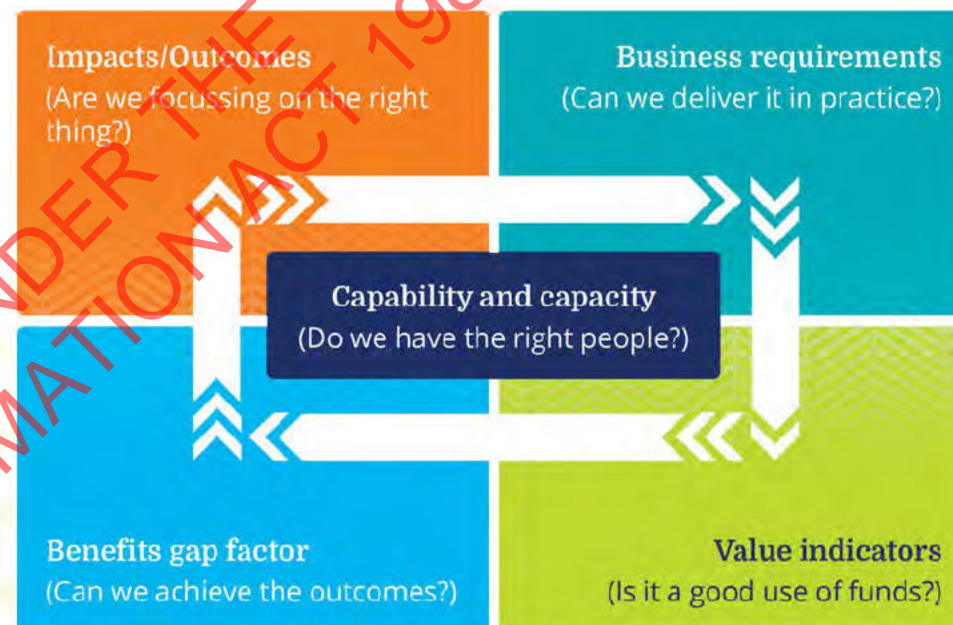
# Ensuring delivery and value for money

## Three interrelated elements

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A **monitoring frame** that is integrated with Waka Kotahi reporting, that enables ongoing monitoring and assessment of GPS delivery.

Continuing the GPS **monitoring and evaluation** work programme



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## Questions for discussion

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### Support and interest from ATAP Partners

- Where do you see opportunities to support the process?
- Are there any areas in particular you would like for us to engage with you on?

# Appendix

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# Appendix: Other policy work currently underway



# Emissions Reduction Plan

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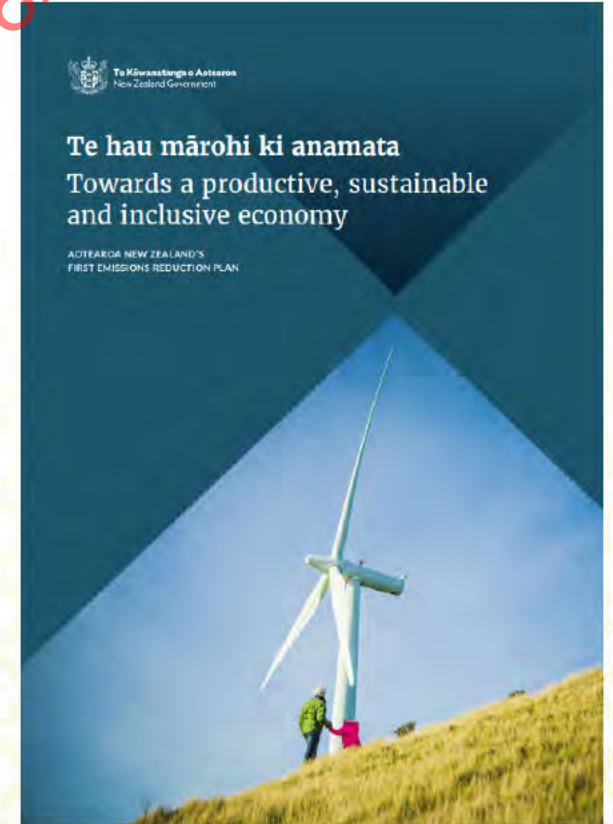
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# Road to Zero

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# Road to Zero: New Zealand's Road Safety Strategy to 2030



## Vision:

A New Zealand where no one is killed or seriously injured in road crashes



## 2030 Target:

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## Focus areas:

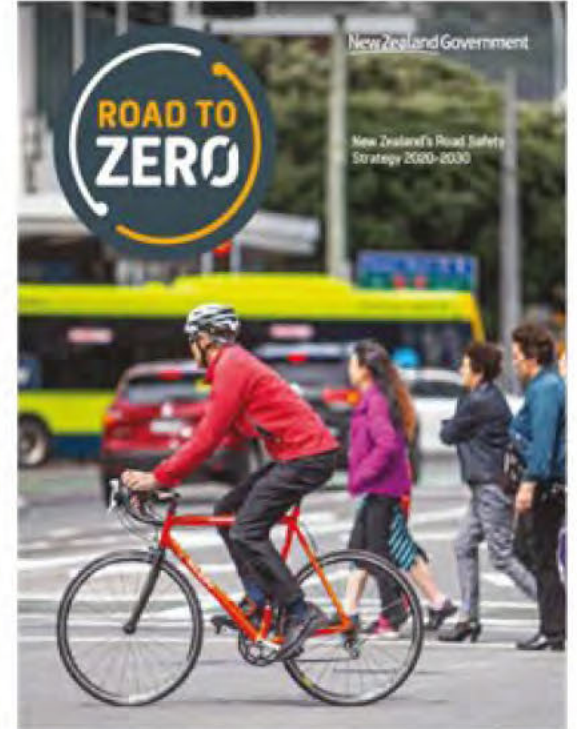
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- Review infringement fee levels and demerits for key road safety offences to target high-risk behaviours and improve equity in the penalties system

## Accessible Streets

- Enhance safety and accessibility of footpaths, cycle paths, bike lanes and shared paths

## Next Road to Zero Action Plan

- Encourage investment in solutions such as long-term carbon sequestration opportunities where appropriate

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# Future of the Revenue System

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# New Zealand Freight and Supply Chain Strategy

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# Longer term major trends pose significant challenges and opportunities

## Climate Change



Adaptation to climate change impacts (eg. damage to infrastructure, more frequent disruptions)

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- Greater freight volumes and concentration
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## International developments



- Increasingly volatile geopolitical landscape
- Decisions in international freight transport (e.g. larger ships, vertical integration, low emission ships etc.)

## Digitalisation & technology



- Potential disruptors to existing ways of moving freight
- Opportunities to integrate operations, improve visibility and efficiency

# Strategy outcomes: local government has a key role

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## Low emissions

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2.

## Resilience

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3.

## Productivity & innovation

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4.

## Equity & safety

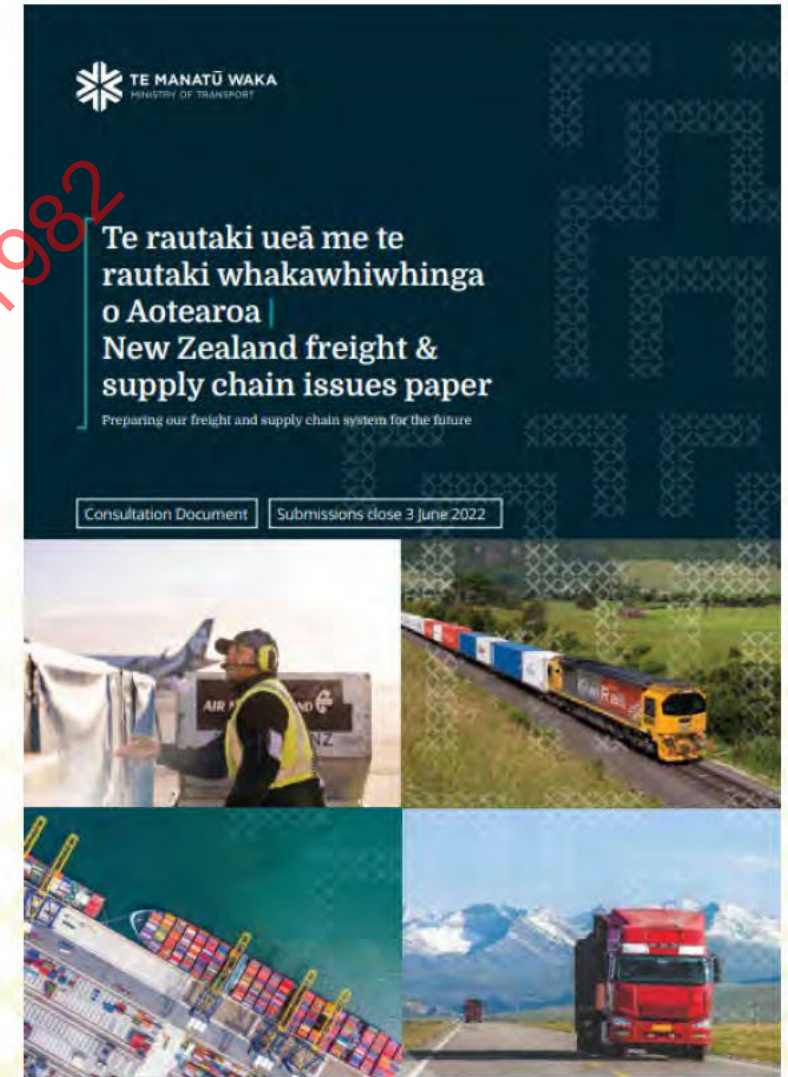
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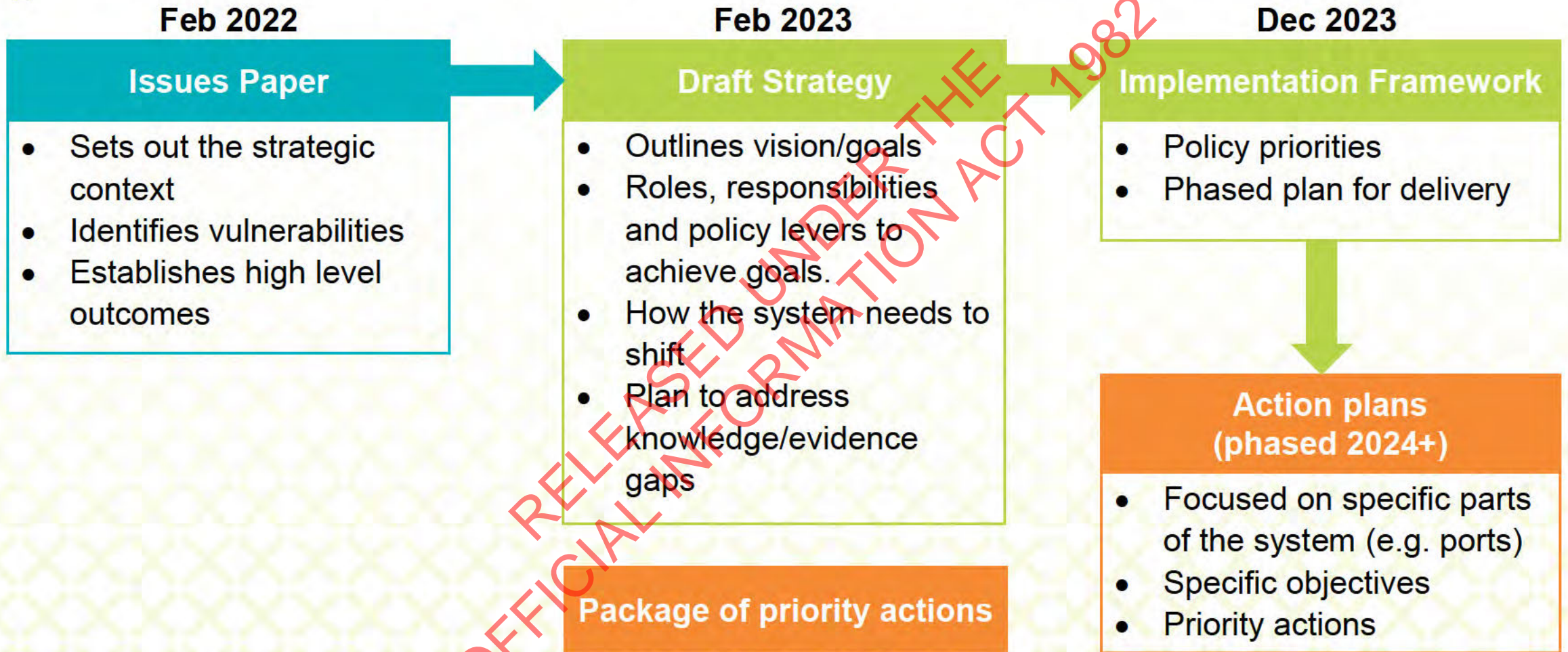
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- We need to enable the development of long-term and committed investment and regulation plans by govt - to inform industry's own long-term investment decisions.
- Support for a more efficient freight system through better use of existing assets and intermodal hubs.



# Proposed freight and supply chain strategy programme



# Early Engagement Session

Government Policy Statement on Land Transport 2024

**About this board**

This free board provides a structured process for gathering and sharing views as it leads us part of the early engagement process for developing the next government land transport policy statement on land transport.

**Objectives for the session**

- Outline key opportunities and challenges for the GPS24 process
- Gather your views and perspectives on how we can better serve the hanger
- Provide updates on other relevant activity underway within the Ministry

**Session detail**

Early engagement session with ATAP partners, 11 October 2022

**Participants**

Please add in your name and title in order to keep track of who has contributed to the board.

Participant	Name	Title

**Ministry of Transport**

Ministry of Transport

**Directions**

Use the grid to add your comments - create more by pressing CTRL + D on an existing one.

For reference, change posts to represent feedback already suggested by TSG members in an earlier meeting on 20 July 2022.

**TSG Feedback**  
on 20 July

**TSG Feedback**  
on 25 September

**Engagement with ATAP Partners**  
11 October

**About the template**

The design of this board is based on the [System Design Group](#) template, produced by the System Design Group, which is licensed under a Creative Commons Attribution-NonCommercial-ShareAlike license.

**The Systemic Design Group**

The Systemic Design Group is a platform by and for transport professionals who seek to tackle the world's complex design challenges. They provide and receive problem-solving ideas from diverse backgrounds and to create a collective voice towards a sustainable future. Their work ranges from research and design systems through to consulting, model development to capacity building programs.

[www.systemicdesigngroup.com](http://www.systemicdesigngroup.com)

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## 1 Reflections on GPS 2021

How was your experience with the development of the last government policy statement on land transport?

**1. DEVELOPMENT OF GPS 2021**

What do you think went well? How did you experience it?

What do you think could be improved? How did you experience it?

**liked layout of GPS 2021**

It is clear and easy to follow

It is easy to navigate and find information

It is easy to find the information you need

**It is clear and easy to follow**

It is easy to navigate and find information

It is easy to find the information you need

**2. THE MINISTRY'S PROCESS**

How do you think the process of developing a GPS2024?

How do you think the process of developing a GPS2024?

**It is clear and easy to follow**

It is easy to navigate and find information

It is easy to find the information you need

**It is clear and easy to follow**

It is easy to navigate and find information

It is easy to find the information you need

**3. TRACKING YOUR WORK**

How do you think the process of developing a GPS2024?

How do you think the process of developing a GPS2024?

**It is clear and easy to follow**

It is easy to navigate and find information

It is easy to find the information you need

**It is clear and easy to follow**

It is easy to navigate and find information

It is easy to find the information you need

## 2 Opportunities to improve

What can we do differently?

**1. PROVIDE CLEAR STRONG DIRECTION**

How do you think the process of developing a GPS2024?

How do you think the process of developing a GPS2024?

**It is clear and easy to follow**

It is easy to navigate and find information

It is easy to find the information you need

**It is clear and easy to follow**

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It is easy to find the information you need

**2. IMPROVE THE MINISTRY'S PROCESS**

How do you think the process of developing a GPS2024?

How do you think the process of developing a GPS2024?

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**3. IMPROVE THE TRACKING YOUR WORK**

How do you think the process of developing a GPS2024?

How do you think the process of developing a GPS2024?

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### 3 Strategic choices and system design

How can we shift the system?

#### A. DIFFERENTIAL POLICY CHOICES

What are the system's governing principles?



#### B. SYSTEM DESIGN CONSIDERATIONS

What are the system's governing principles?

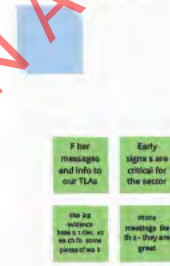


### 4 Support from TSI& and other partners

What do we do next?

#### C. OPPORTUNITIES TO ADD VALUE

What are the system's governing principles?



#### D. CONNECTIONS TO OTHER STAKEHOLDERS

How can we best measure or manage the system?

What are the system's governing principles?



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# Government Policy Statement on Land Transport 2024

**Early engagement with Tauranga City Council**

19 October 2022

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# Welcome and introduction

Text  
Bulletin

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# Introduction

## Agenda

4:00pm	Welcome and introduction
4:10pm	Presentation and open discussion
5:00pm	End of session

## Objectives

- Outline the key opportunities and challenges for the GPS24 process
- Gather your views and perspectives on how we can address these challenges

# GPS on Land Transport 2024

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**DISCUSSION**

## Reflections on GPS 2021

### Development of GPS 2021

- Was the strategic intent clear (even if it was difficult to implement)?
- What were you disappointed that the GPS 2021 did not include?

### The Ministry's process

- How engaged were you in the process of developing GPS 2021?
- If you could change one thing about the Ministry's process, what would it be?

### Impacts for your work

- How easy was it to incorporate the directions set in GPS into RLTPs?

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# Structure of the programme

Themes	Workstreams	Focus areas
Strategy development	Strategic priorities	<p>What change is sought through the strategy? How should priorities be weighted and progress measured?</p> <p>Integrating and giving effect to govt strategies and commitments</p>
	Emissions Reduction Plan	<p>Ensuring that GPS supports implementation of ERP</p> <p>Thresholds for investing in new roads and other projects that are inconsistent with emissions-reduction objectives</p>
Design and system mechanics	Funding and financing	<p>Determining "essential" spend</p> <p>Cost of strategic priorities</p>
	Design of the GPS	<p>How do we support effective implementation?</p> <p>Funding principles + activity classes</p>
	Ensuring delivery and value for money	<p>Baselining and modelling the impacts of proposed spend</p> <p>Monitoring framework to enable integrated reporting on performance</p> <p>Ensuring delivery, efficiency and value for money</p>
Engagement	Public	<p>Understanding the needs and expectations of system users</p> <p>Providing clear signals that are aligned with wider land transport investment cycle</p>
	Ministerial	<p>Engaging effectively with the Minister to ensure GPS gives effect to their direction.</p>

# Focus for GPS 2024

GPS 2024 is expected to focus on integrating government policy directions to inform land transport investments for the short and medium term.

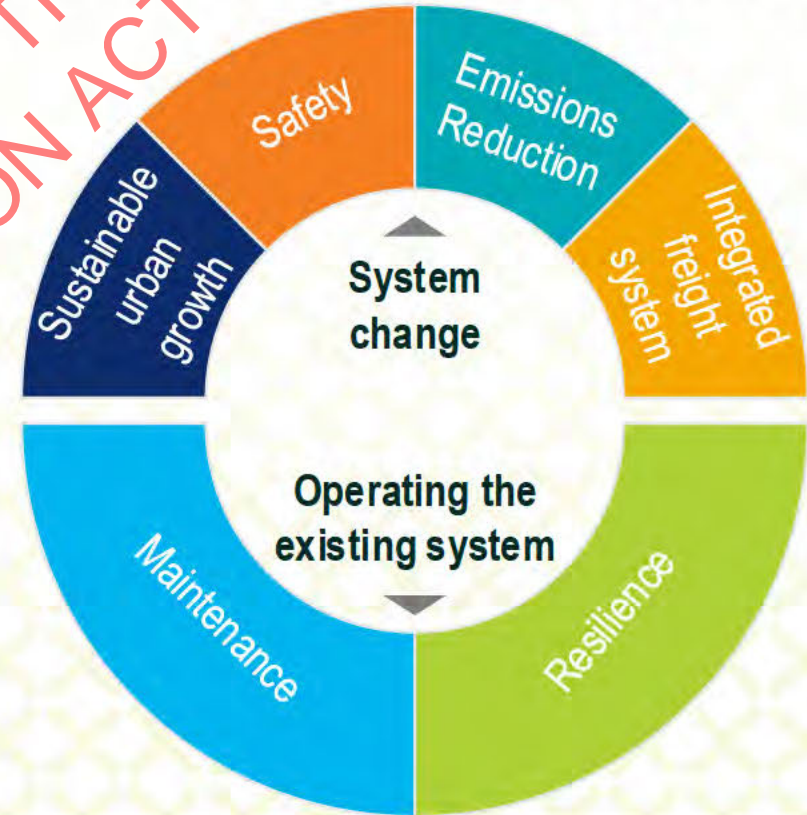
For example:

Transport strategies, such as Road to Zero and the National Freight and Supply Chain Strategy

Implementing the Emissions Reduction Plan and other climate change initiatives

Strengthening links between transport and landuse decisions (RMA reforms etc)

The priorities are likely to be in the following areas:



## The GPS will guide investment that supports emissions reduction

The Government will provide consistent signals and guidance to support decarbonisation. The GPS is a critical part of aligning emissions reduction goals with the land transport planning and investment process.

We also need to consider these specific actions:

### Integrate land-use planning, urban development and transport planning and investments to reduce transport emissions

- Transport projects to demonstrate how they will contribute to emissions reductions

### Require roadway expansion and investment in new highways to be consistent with transport targets

- High thresholds for investment in new roading projects that are inconsistent with emission reduction objectives

### Support people to walk, cycle and use public transport

- Sub-national VKT reduction targets in major urban areas
- Incentivise reallocation of road space for active modes and public transport

### Embed nature-based solutions

- Encourage investment in solutions such as long-term carbon sequestration opportunities where appropriate

We need to consider our strategy across different time horizons



2024/25

Focus on delivery and implementation based on the existing policy levers.

10 years

GPS24

NLTP24

By 2030

▼40% Deaths and serious injuries

By 2035

▼41% GHG emissions from transport

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# We need to consider our strategy across different time horizons



10 years

30 years

Strategic direction for specific parts of the system (the “mezzanine” strategies).

For example:

- Road to Zero
- NZ Freight and Supply Chain Strategy
- Emissions Reduction
- Future of the Revenue System
- Arataki (Waka Kotahi)

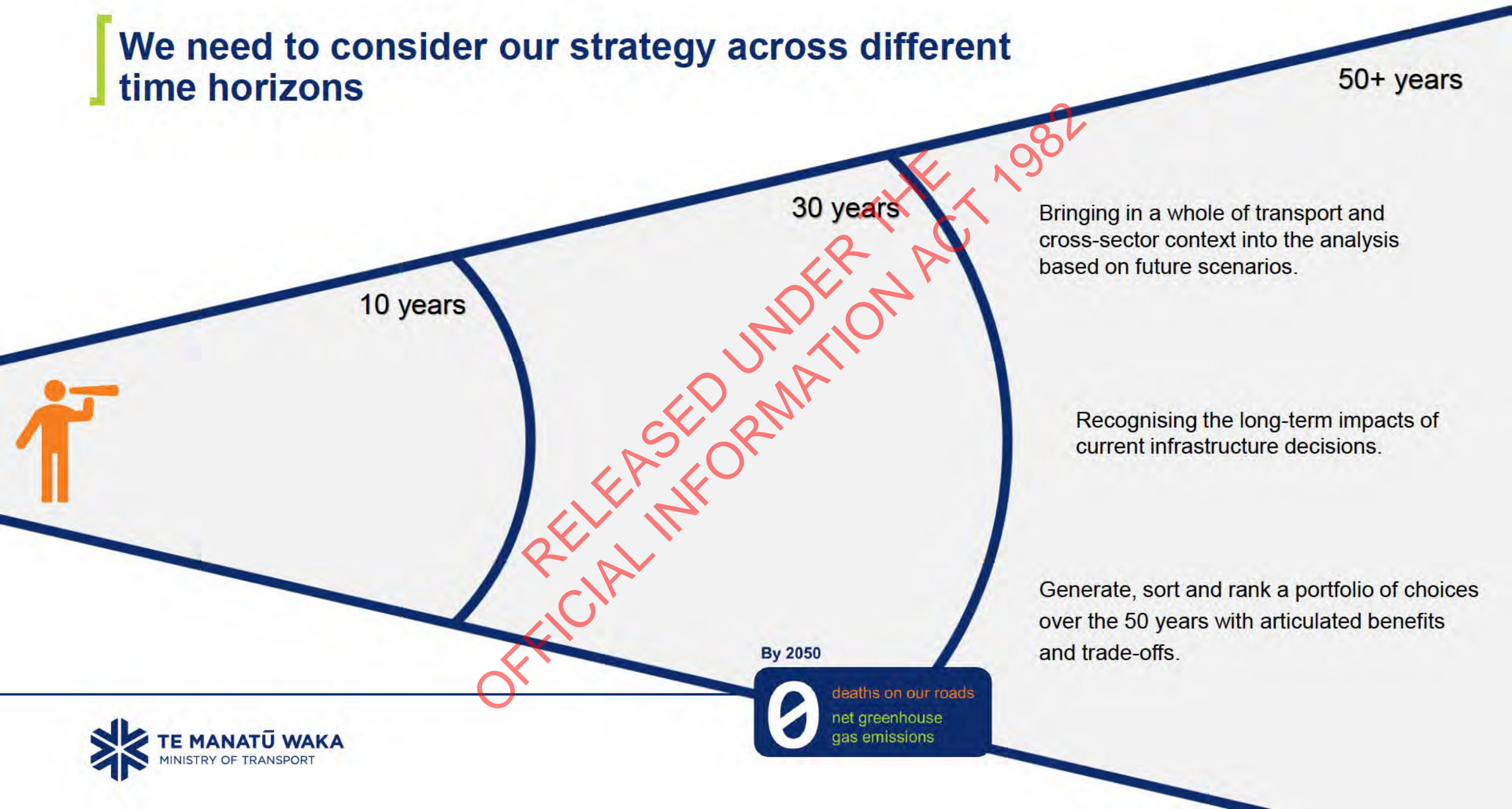
By 2050



deaths on our roads  
net greenhouse  
gas emissions



# We need to consider our strategy across different time horizons



50+ years

Bringing in a whole of transport and cross-sector context into the analysis based on future scenarios.

Recognising the long-term impacts of current infrastructure decisions.

Generate, sort and rank a portfolio of choices over the 50 years with articulated benefits and trade-offs.

30 years

10 years

By 2050



deaths on our roads  
net greenhouse  
gas emissions

We need to consider our strategy across different time horizons

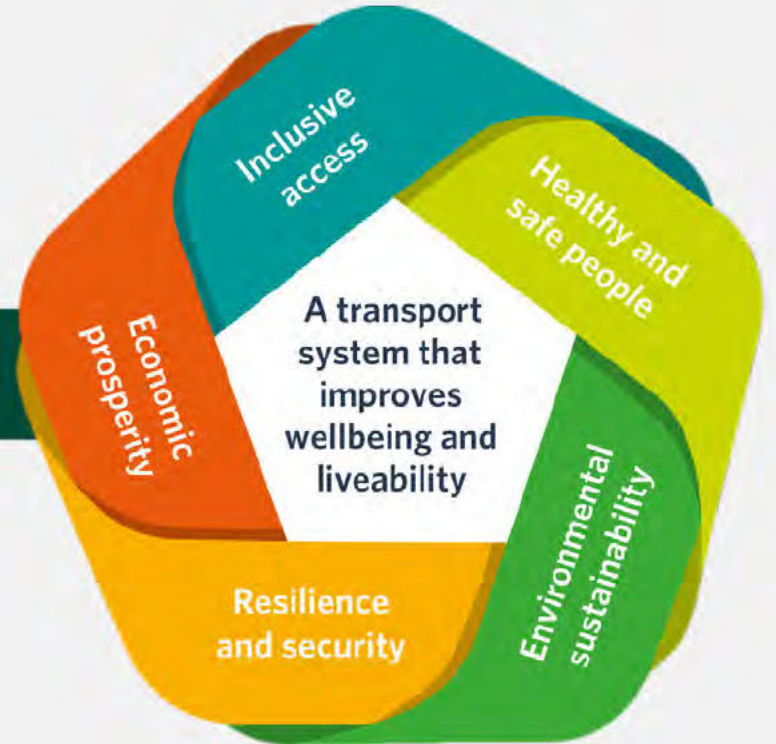
50+ years

30 years

10 years

CONNECTING BACK TO DELIVERY

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By 2050



deaths on our roads  
net greenhouse gas emissions

We need to consider our strategy across different time horizons



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# Funding GPS 2024

## We are facing a significant investment gap

- The National Land Transport Fund is not sufficient to meet all of Government's aspirations.
- Escalating construction costs across the programme
- Cost of living crisis – discounts on FED and RUC and PT fares through to January 2023.
- The more successful we are in achieving VKT reduction, the greater the impact on revenue.

## The GPS will need to set the wider direction for Crown investment decisions

- This includes, for example, CERF and Budget funding. **But this may not be certain when developing RLTPs.**

## There are difficult choices ahead



# Design of the GPS

## Focus on outcomes

How do we create a GPS that delivers its goals – an outline of the Government’s investment strategy for the transport sector, and delivering on the Transport Outcomes Framework.

Are we delivering co-benefits across multiple outcomes?

## System alignment

How do we create a GPS that is streamlined and embedded within the wider investment system?

For example - sending clear and timely strategic signals to inform RLTP development.

## Funding design

How do we manage for the multiple sources of funding that are likely to be paying for the transport system – not just the NLTF, but CERF and Budget processes.

## Usability and accessibility

Ensuring the intent of the GPS is clear, and framed in the language of users.

Broadening access to other people with an interest in transport policy matters.

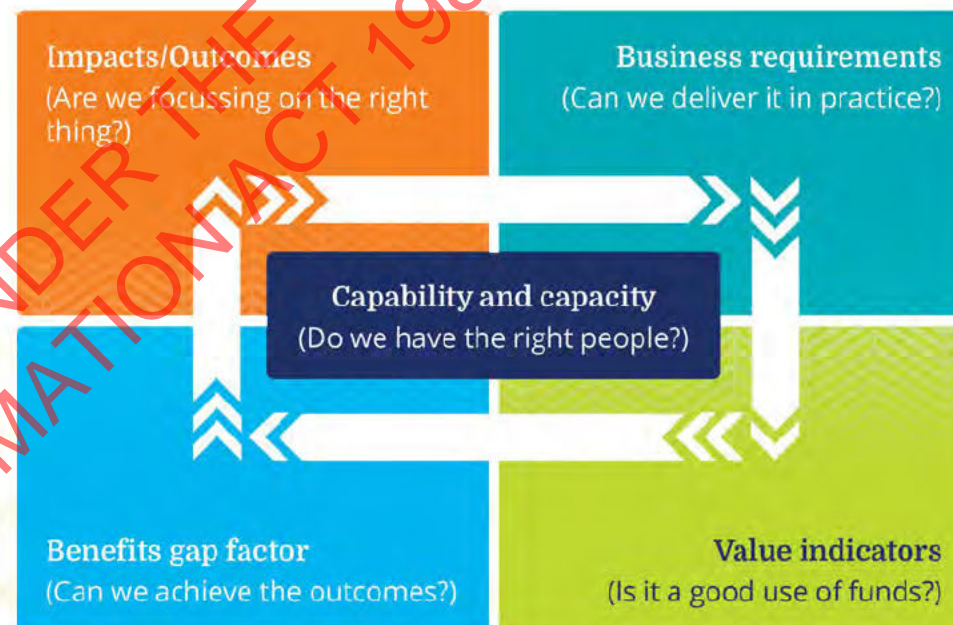
# Ensuring delivery and value for money

## Three interrelated elements

Linking **baseline investments** to expected outcomes at a system level - to better understand the impacts of different policy choices.

A **monitoring frame** that is integrated with Waka Kotahi reporting, that enables ongoing monitoring and assessment of GPS delivery.

Continuing the GPS **monitoring and evaluation** work programme



Beca and HKA (2020). *Value for Money Framework Review*. Prepared for Ministry of Transport. Retrieved from: <https://www.transport.govt.nz/assets/Uploads/NZ-MoT-Value-For-Money-Report.pdf>

## Questions for discussion

### Opportunities to improve

- How do you think the GPS could be improved to provide clearer directions that can be operationalised?
- How can we strengthen accountability for achieving system level outcomes?

### Optimising strategic choices

- Your perspectives on system funding challenges.
- How would you make trade-offs?
- What are the key priorities for your region – do the draft priorities resonate?
- How do we embed the longer term direction for the GPS?

### System design considerations

- What do you see as the key gaps in the current system?
- How can interventions be better designed to achieve multiple outcomes?
  - For example: getting better value from maintenance, operations and renewals.
- What are the impacts of managing multiple sources of funding?

### Support and interest from ATAP Partners

- Where do you see opportunities to support the process?
- Are there any areas in particular you would like for us to engage with you on?

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# Appendix: Other policy work currently underway



# Emissions Reduction Plan

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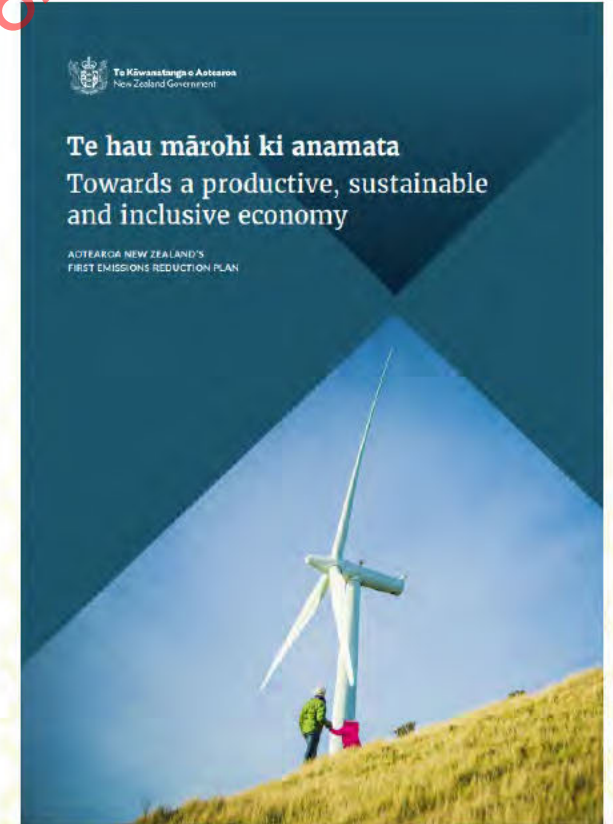
# The Emissions Reduction Plan

New Zealand's first Emissions Reduction Plan (ERP) sets out how New Zealand will reduce our impact on the climate.

The ERP contains targets and actions to achieve a **41% reduction in transport emissions by 2035**.

The ERP focuses on the actions we need to take over the next three years to reduce transport emissions, while also setting out an approach that is the foundation for the next 30 years.

Achieving this level of emission reduction from transport will require transformational changes.



## Four transport targets

The Emissions Reduction Plan sets these targets for transport by 2035:

Reduce total kilometres travelled by the light fleet by

**20%**



The Emissions Reduction Plan sets these targets for transport by 2035:

Increase zero-emissions vehicles to **30%** of the light vehicle fleet



The Emissions Reduction Plan sets these targets for transport by 2035:

Reduce emissions from freight transport by

**35%**



The Emissions Reduction Plan sets these targets for transport by 2035:

Reduce the emissions intensity of transport fuel by

**10%**



# Road to Zero

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# Road to Zero: New Zealand's Road Safety Strategy to 2030



## Vision:

A New Zealand where no one is killed or seriously injured in road crashes



## 2030 Target:

A 40 percent reduction in deaths and serious injuries (from 2016 levels)



## Principles:

We promote good choices but plan for mistakes

We design for human vulnerability

We strengthen all parts of the road transport system

### Safe System

We have a shared responsibility for improving road safety

Our actions are grounded in evidence and evaluated

Our road safety actions support health, wellbeing and liveable places

We make safety a critical decision making priority



## Focus areas:

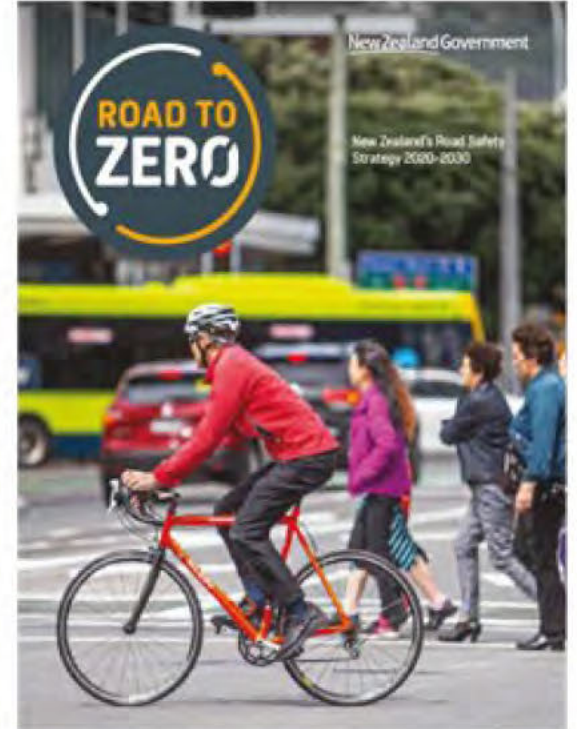
Infrastructure and speed

Vehicle safety

Work-related road safety

Road user choices

System management



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## We are working with our road safety partners on several Road to Zero initiatives

Te Manatū Waka is working on a number of policy initiatives set out in the Road to Zero Action Plan.

### Tackling Unsafe Speeds programme

- A new Setting of Speed Limits Rule requiring all road controlling authorities to include speed limit and speed management treatments in Regional Speed Management Plans
- Transitioning to safe speed limits around all schools by the end of 2027
- Implementing a more effective approach to using road safety cameras (including increasing the number of safety cameras across the roading network)

### Review road safety penalties

- Review infringement fee levels and demerits for key road safety offences to target high-risk behaviours and improve equity in the penalties system

### Accessible Streets

- Enhance safety and accessibility of footpaths, cycle paths, bike lanes and shared paths

### Next Road to Zero Action Plan

- Encourage investment in solutions such as long-term carbon sequestration opportunities where appropriate

# Sustainable Public Transport Framework



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## PTOM is being replaced by the Sustainable Public Transport Framework (SPTF)

- The SPTF will prioritise mode-shift, fair and equitable treatment of employees, and improved environment and health outcomes
- PTAs will be able to own public transport assets directly, providing different pathways to decarbonisation
- PTAs will also have the option of providing services in-house
- A key outcome from the SPTF will be to protect and improve bus driver wages and conditions
- Implementation will be through legislation and operational policy

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# Government has committed funding for public transport initiatives

Public transport is a key part of mode shift goals in the Emissions Reduction Plan

## Retaining and recruiting bus drivers

- Budget 2022 - \$61 million over four years
- Funding supports first step towards establishing a nationwide standard for driver terms and conditions.

## Decarbonising the public transport bus fleet

- Budget 2022 - \$136 million over ten years
- Funding to support public transport authorities to invest in bus decarbonisation initiatives to reduce greenhouse gas and harmful emissions from the bus fleet.

## Community Connect

- Budget 2022 - \$98 million over four years
- 50 percent concession for Community Services Card holders, expected to start 1 February 2023

## Half price fares

- Budget 2022 - \$27 million for two-month extension
- Government has since agreed to extend half price fares until 31 January 2023.

# Future of the Revenue System

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TE MANATŪ WAKA  
MINISTRY OF TRANSPORT

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# New Zealand Freight and Supply Chain Strategy

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# Longer term major trends pose significant challenges and opportunities

## Climate Change



Adaptation to climate change impacts (eg. damage to infrastructure, more frequent disruptions)

Meeting mitigation goals (eg. decarbonising trucks, increasing efficiency, mode shift)

## Population growth & density



- Greater freight volumes and concentration
- Pressure on transport infrastructure and corridors
- Competition for land use

## International developments



- Increasingly volatile geopolitical landscape
- Decisions in international freight transport (e.g. larger ships, vertical integration, low emission ships etc.)

## Digitalisation & technology



- Potential disruptors to existing ways of moving freight
- Opportunities to integrate operations, improve visibility and efficiency

# Strategy outcomes: local government has a key role

1.

## Low emissions

New Zealand's freight and supply chain system is underpinned by a low emissions freight transport system

2.

## Resilience

New Zealand's freight and supply chain system is resilient, reliable, and prepared for potential disruptions

3.

## Productivity & innovation

New Zealand's freight and supply chain system is highly productive and innovative, and performs well when measured against global standards

4.

## Equity & safety

We transition to a low emission, resilient, productive and innovative freight and supply chain system in a way that is equitable and safe for all

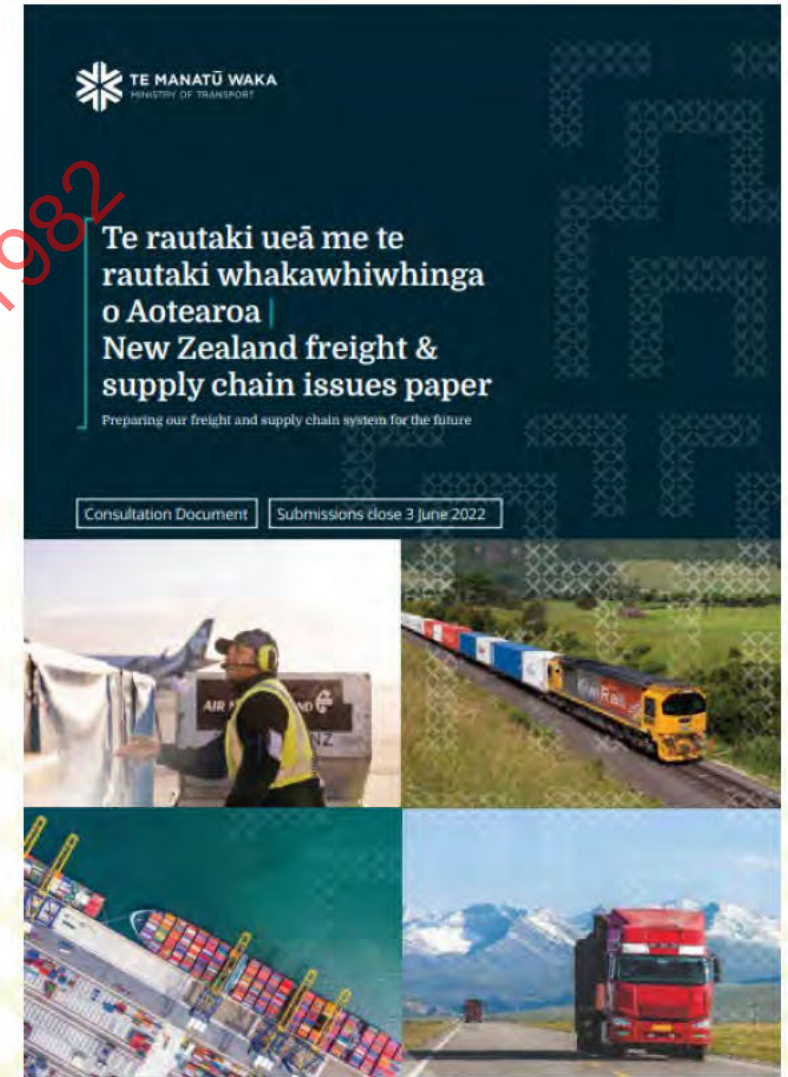
- In integrating freight needs into city design and balancing against competing land use demands
- Preserving efficient access to key freight nodes like ports and airports
- Managing resilient freight and logistics infrastructure that considers future freight needs including from a national perspective
- Supporting freight decarbonisation measures
- Improving understanding and social license of freight within communities



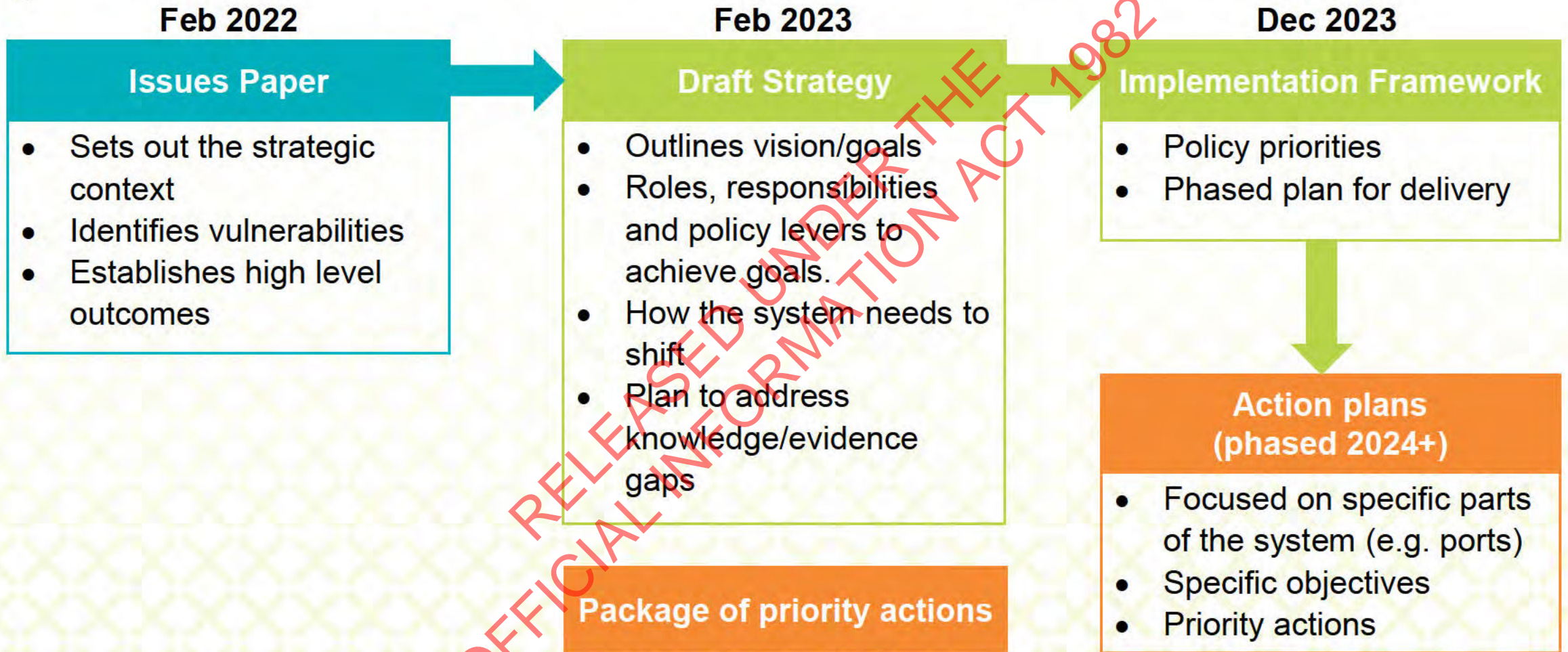
# Issues Paper consultation, Apr-Jun 2022

## Many submitters told us:

- We need better alignment across all govt policy areas. Just fixing the transport parts of the system won't be enough to achieve our outcomes – e.g. energy, RMA, labour, skills, H&S, regional development, intl policy.
- Desire for more data collection, collation, and sharing.
- Broad interest in port reform – both in terms of ownership settings and in new models (e.g. hub and spoke).
- We need to enable the development of long-term and committed investment and regulation plans by govt - to inform industry's own long-term investment decisions.
- Support for a more efficient freight system through better use of existing assets and intermodal hubs.



# Proposed freight and supply chain strategy programme



## Activity Class Structure pre-workshop material:

### Purpose of Activity Classes:

From GPS 21:

“Activity classes provide signals about the balance of investment across the GPS. Funding is divided into activity classes as a means of achieving the results specified in GPS 2021.”

### Principles of the Activity Class structures:

1. Clear and understandable
  - a. It should be easy to understand what each activity class is allocating funding to and what that funding has been spent on, including where any activity classes may overlap. It should be clear how much is being spent on improvements and how much is spent on maintaining the system.
  - b. It should be clear where an activity can be funded from, and activities should not be able to be shifted between activity classes to access funding.
2. Enables delivery of strategic priorities and multiple outcomes through:
  - a. Individual activity classes delivering on multiple strategic priorities in the GPS, and
  - b. More than one activity class allocating funding to a single project
3. Activity Classes should be oversubscribed so that Waka Kotahi has real choices about which projects to fund
  - a. Having a range of organisations submit a range of activities to an activity class enables real choices to be made about which activities to fund.

### The right activity class structure will:

1. Enable system-level control
  - a. Outlines the outcomes sought and the types of activities that are expected to achieve these outcomes, while leaving discretion to Waka Kotahi to determine the combination of individual activities that achieve GPS priorities.
  - b. Specifies a complete set of the types of activities that are inside and outside of scope of the GPS
  - c. Is able to put pressure on or reduce areas of spend and redirect it towards other priorities
2. Signal to industry and Waka Kotahi where future priorities will lie to ensure sufficient capability to effectively deliver on future investment priorities.
3. Support meaningful and transparent performance reporting where the contribution of different activities to achieving the Crown's land transport strategy is separately reported on
4. Should enable long term tracking of expenditure
  - a. Individual activity classes delivering on multiple strategic priorities in the GPS, and
  - b. More than one activity class allocating funding to a single project

## Questions:

1. How have existing activity classes performed against the principles in this NLTP 2021-24? That is, are the current activity classes:
  - a. Clear and understandable
  - b. enabling the delivery of strategic priorities and multiple outcomes
  - c. oversubscribed
2. How have the new PT and Road to Zero activity classes performed?
3. The annual report on NLTF spend is required to report on how activity classes give affect to outcomes in the GPS. Are the activity classes conducive to supporting useful performance reporting? For instance:
  - a. Are the activity classes able to deliver all strategic priorities?
    - i. What strategic priorities are easily delivered through the activity class?
    - ii. Are there any strategic priorities proposed in GPS 2024 that would be difficult to deliver through the existing activity class structure?
  - b. Is it easy to understand what each activity class is funding and what GPS outcomes it is contributing to?
    - i. i.e. does every dollar in the State Highway Improvement Activity Class deliver improvements on the State Highway network, and can these improvements be easily tracked to outcomes?
  - c. Are the activity classes well defined?
    - i. Is it clear what activities are funded from each activity class, and are there any overlaps?
4. What improvements can be made to the activity classes?
  - a. Are there any major changes needed?
    - i. These are major changes that will require a lot of thinking and work to implement changes. i.e. should we create a emissions activity class or remove the Road to Zero Activity Class
  - b. Are there any incremental improvements that could be made?
    - i. These are changes that would be relatively simple to implement. i.e. should debt repayments and PPP payments be removed from State Highway Improvements (possibly into their own AC), or should we split Road to Zero into improvements and continuous programmes?
  - c. Can the activity class definitions be improved?

## Definitions in GPS 2021

### Road to Zero

#### Summary in section 3.4:

Investment through the Road to Zero activity class will be targeted towards those interventions identified as being key to achieving the target reductions in deaths and serious injuries sought through Road to Zero, focussing on:

- Safety infrastructure and speed management: safety treatments and speed management on roads across New Zealand where data show the highest concentrations of deaths and serious injuries occur, as well as road engineering to support speed reductions around urban and rural schools
- Road policing: maintaining the number of existing dedicated road policing staff plus necessary wage increases over time, non-dedicated staff time undertaking road policing activities, and associated equipment and overheads, new roadside drug testing equipment, and court-imposed alcohol interlocks subsidy scheme
- Automated enforcement: expanding the safety camera network and its operation and management
- Road safety promotion: national and local/regional campaigns and initiatives to achieve safety outcomes.
- System management activities: strengthen system leadership, support and coordination.

Outside of this activity class, investment from other activity classes may be used to fund activities with a safety outcome.

**Safety infrastructure** – Investment in safety infrastructure and speed management treating high risk corridors and intersections

**Road policing** – Investment in road policing and associated equipment

**Automated enforcement** – Investment in automated enforcement

**Road safety promotion** – Investment to support behavioural changes to improve road safety outcomes

### Public Transport Services

#### Summary in section 3.4:

Public transport moves large numbers of people through the network. It also can shape the urban landscape and create more liveable cities.

The reframed Public Transport Services and Public Transport Infrastructure activity classes in GPS 2021 allow Waka Kotahi to separate regular investment to support continual services, from investment in brand new infrastructure.

By incorporating rapid transit funding (e.g. for busways and light rail infrastructure) and metro rail funding into the Public Transport Infrastructure activity class, Waka Kotahi will have the flexibility to work with local government and KiwiRail to plan and deliver the most appropriate improvements as urban areas grow. The potential significant cost of rapid transit infrastructure means that alternative

funding and financing arrangements may be required to deliver rapid transit and supplement the funding available in the Fund.

Projects approved under the Transitional Rail activity class for the Auckland and Wellington metropolitan rail networks in GPS 2018 and certain approved interregional rail projects will now be funded through the Public Transport Infrastructure and Public Transport Services activity classes. Achieving resilient and reliable metropolitan rail networks in Auckland and Wellington will continue to be the priority for investment for rail from the Public Transport activity classes. All investment in metropolitan rail through the Public Transport Infrastructure activity class must align with the New Zealand Rail Plan before being considered for investment.

**Service operation** – Investment in the operation of existing public transport networks and services to improve utilisation and maintain existing levels of service

**Service improvement** – Investment in new public transport services to improve the level of service and encourage the uptake of public transport

### Public Transport Infrastructure

#### Summary in section 3.4:

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**Existing Investment** – in maintaining the level of service of existing public transport infrastructure

**New** – Investment in new public transport infrastructure to improve the level of service

### Walking and Cycling Improvements

**Walking and cycling** – Investment to improve the level of service and increase uptake for walking and cycling including promotional activities

### Local Road Improvements

**Existing** – Investment in improving the capacity or level of service on existing local roads

**New** – Investment to optimise utilisation, improve the level of service and improve capacity where needed

## State Highway Improvements

**Existing** – Investment in improving the capacity or level of service on existing state highways

**New** – Investment to optimise utilisation, improve the level of service and improve capacity where needed

## State Highway Maintenance

**Operate** – Investment in the operation of existing state highways to optimise existing infrastructure and deliver an appropriate level of service

**Maintain** – Investment in the maintenance of existing state highways to deliver an appropriate level of service, excluding asset upgrades

**Renew** – Investment in renewal of existing state highways to deliver an appropriate level of service

**Emergency** – Urgent response to transport network disruptions to restore an appropriate level of service

## Local Road Maintenance

**Operate** – Investment in the operation of existing local roads to deliver an appropriate level of service

**Maintain** – Investment in the maintenance of existing local roads to deliver an appropriate level of service, excluding asset upgrades

**Renew** – Investment in renewal of existing local roads to deliver an appropriate level of service

**Emergency** – Urgent response to transport network disruptions to restore an appropriate level of service

## Investment Management

**Planning** – Investment in the transport planning, research and funding allocation management

**Sector research** – Investment in the transport planning, research and funding allocation management

**Management** – Investment in the transport planning, research and funding allocation management

## Coastal Shipping

### Summary in section 3.4:

New Zealand's coastal shipping sector fulfils a critical role in New Zealand's freight system. It provides a safe and sustainable mode for transporting large, heavy cargo such as petroleum products, cement and aggregate. There is potential to increase the use of coastal shipping as an alternative to other freight transport.

Ultimately, the Government's expectation for investment in coastal shipping is to embed mode neutrality and choice for freight transporters, to allow New Zealand flagged coastal shipping to operate on a level playing field with other freight operators, and to enhance the sustainability and competitiveness of the domestic sector. It also reflects the Government's interest in partnering with industry to understand the challenges facing coastal shipping and working with it to address these

challenges. The initial three years of funding will include relevant research to see what future support for the sector may help achieve Government's aims.

**Coastal shipping** – Investment in coastal shipping to support the efficiency and resilience of the coastal shipping sector

## Rail Network

### Summary in section 3.4:

Rail is an integral part of the transport system in New Zealand. Rail enables access and mobility, transporting people and goods, supporting productivity and business growth, reducing emissions, congestion and road deaths, and strengthening social and cultural connections between communities.

GPS 2021 implements the findings of the Future of Rail review. The purpose of this activity class is to implement the New Zealand Rail Plan by funding approved activities from the RNIP (prepared by KiwiRail). The priority is to ensure a reliable and resilient national rail network. It provides funding to KiwiRail to maintain and renew the national rail freight network.

The activity class does not show the funding to be provided by the Crown to be invested in RNIP activities. The agreed funding for this is set out in Section 3.6.

**Rail network** – Investment to enable KiwiRail to deliver a reliable and resilient national rail network

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## For reference – LTMA

Activity (a) means a land transport output or capital project; and (b) includes any combination of activities

An activity class is a grouping of similar activities.

Combination of activities means 2 or more activities from (a) the same activity class, (b) 2 or more activity classes

### *Funding decisions*

The GPS must include the Crown's land transport investment strategy, which must address the activity classes to be funded from the NLTF, and their (forecast) funding ranges, for the next 10 financial years (2024/25 – 2033/34).<sup>1</sup>

Waka Kotahi must prepare an NLTP that contributes to the purpose of the LTMA and gives effect to the GPS. The NLTP must include, among other things, the proposed level of funding for each activity class, and approved activities and combinations of activities.<sup>2</sup> Waka Kotahi must be satisfied that the activities or combinations of activities it approves as qualifying for payment from the NLTF:<sup>3</sup>

- are included in the NLTP, which continues to give effect to the GPS and contributes to the purpose of the LTMA
- are consistent with the GPS
- are efficient and effective
- contribute to Waka Kotahi's objective
- have, to the extent practicable, been assessed against other land transport
- the relevant consultation requirements have been complied with

### *Reporting requirements*

Waka Kotahi must prepare an annual report on the NLTF which includes a statement of performance for each activity class and an explanation of how the funding of activities or combinations of activities under the NLTP has contributed to the achievement of any outcomes, objectives or impacts set out in the relevant GPS on land transport.<sup>4</sup>

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<sup>1</sup> LTMA s68(1)(b), s68(2)(b)(ii),(vii), s68(c).

<sup>2</sup> LTMA s19B and 19C(c),(d)

<sup>3</sup> LTMA s20(2)

<sup>4</sup> LTMA s11(2)(e),(f)



TE MANATŪ WAKA  
MINISTRY OF TRANSPORT



# Activity Class Workshops

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# Introduction

## Objective:

- Understand peoples experience with the current activity class structure, including how it impacts delivery of strategic outcomes
- Discuss the overarching principles of the activity class structure
- Discuss how we could improve the activity class structure

Agenda	
10:30am	Introduction
10:40am	GPS 2024
10:50am	Activity Class Principles and what we are trying to achieve
11:30am	Activity Class analysis
12:30pm	Finish

# GPS 2024

GPS 2024 is expected to focus on integrating government policy directions to inform land transport investments for the short and medium term.

For example:

- Transport strategies, such as Road to Zero and the National Freight and Supply Chain Strategy
- Implementing the Emissions Reduction Plan and other climate change initiatives
- Strengthening links between transport and landuse decisions (RMA reforms etc)

The priorities are likely to be in the following areas:



## Activity Class principles:

### 1. Clear and understandable

- It should be easy to understand what each activity class is allocating funding to and what that funding has been spent on, including where any activity classes may overlap. It should be clear how much is being spent on improvements and how much is spent on maintaining the system.
- It should be clear where an activity can be funded from, and activities should not be able to be shifted between activity classes to access funding.

### 2. Enables delivery of strategic priorities and multiple outcomes through:

- Individual activity classes delivering on multiple strategic priorities in the GPS, and
- More than one activity class allocating funding to a single project

### 3. Activity Classes should be oversubscribed so that Waka Kotahi has real choices about which projects to fund

- Having a range of organisations submit a range of activities to an activity class enables real choices to be made about which activities to fund.

# The right structure will:

## 1. Enable system-level control

- Outlines the outcomes sought and the types of activities that are expected to achieve these outcomes, while leaving discretion to Waka Kotahi to determine the combination of individual activities that achieve GPS priorities.
- Specifies a complete set of the types of activities that are inside and outside of scope of the GPS.
- To put pressure on or reduce areas of spend and redirect it towards other priorities.

## 2. Signal to industry and Waka Kotahi where future priorities will lie to ensure sufficient capability to effectively deliver on future investment priorities.

## 3. Supports meaningful and transparent performance reporting where the contribution of different activities to achieving the Crown's land transport strategy is separately reported on

## 4. Should enable long term tracking of expenditure

- The activity class structure should be enduring, as activity classes are used to track expenditure from one NLTP to the next. Any change to the activity class structure should be able to be reconciled with the previous structure to maintain tracking of expenditure.

# Public Transport Services

## GPS 2021 Definition:

**Service operation** – Investment in the operation of existing public transport networks and services to improve utilisation and maintain existing levels of service

**Service improvement** – Investment in new public transport services to improve the level of service and encourage the uptake of public transport

## Questions:

- How did it perform in GPS 2021?
- Could it be defined better?
- Are any structural changes needed in GPS 2024?

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# Public Transport Infrastructure

## GPS 2021 Definition:

**Existing** – Investment in maintaining the level of service of existing public transport infrastructure

**New** – Investment in new public transport infrastructure to improve the level of service

## Questions:

- How did it perform in GPS 2021?
- Could it be defined better?
- Are any structural changes needed in GPS 2024?

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# Walking and Cycling

## GPS 2021 Definition:

**Walking and cycling** – Investment to improve the level of service and increase uptake for walking and cycling including promotional activities

## Questions:

- **How did it perform in GPS 2021?**
- **Could it be defined better?**
- **Are any structural changes needed in GPS 2024?**

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# Road to Zero

## GPS 2021 Definition:

**Safety infrastructure** – Investment in safety infrastructure and speed management treating high risk corridors and intersections

**Road policing** – Investment in road policing and associated equipment

**Automated enforcement** – Investment in automated enforcement

**Road safety promotion** – Investment to support behavioural changes to improve road safety outcomes

## Questions:

- How did it perform in GPS 2021?
- Could it be defined better?
- Are any structural changes needed in GPS 2024?

# Local Road Maintenance

## GPS 2021 Definition:

**Operate** – Investment in the operation of existing local roads to deliver an appropriate level of service

**Maintain** – Investment in the maintenance of existing local roads to deliver an appropriate level of service, excluding asset upgrades

**Renew** – Investment in renewal of existing local roads to deliver an appropriate level of service

**Emergency** – Urgent response to transport network disruptions to restore an appropriate level of service

## Questions:

- How did it perform in GPS 2021?
- Could it be defined better?
- Are any structural changes needed in GPS 2024?

# State Highway Maintenance

## GPS 2021 Definition:

**Operate** – Investment in the operation of existing state highways to optimise existing infrastructure and deliver an appropriate level of service

**Maintain** – Investment in the maintenance of existing state highways to deliver an appropriate level of service, excluding asset upgrades

**Renew** – Investment in renewal of existing state highways to deliver an appropriate level of service

**Emergency** – Urgent response to transport network disruptions to restore an appropriate level of service

## Questions:

- How did it perform in GPS 2021?
- Could it be defined better?
- Are any structural changes needed in GPS 2024?

# Local Road Improvements

## GPS 2021 Definition:

**Existing** – Investment in improving the capacity or level of service on existing local roads

**New** – Investment to optimise utilisation, improve the level of service and improve capacity where needed

## Questions:

- How did it perform in GPS 2021?
- Could it be defined better?
- Are any structural changes needed in GPS 2024?

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# State Highway Improvements

## GPS 2021 Definition:

**Existing** – Investment in improving the capacity or level of service on existing state highways

**New** – Investment to optimise utilisation, improve the level of service and improve capacity where needed

## Questions:

- How did it perform in GPS 2021?
- Could it be defined better?
- Are any structural changes needed in GPS 2024?

# Coastal Shipping

## GPS 2021 Definition:

**Coastal shipping** – Investment in coastal shipping to support the efficiency and resilience of the coastal shipping sector

## Questions:

- How did it perform in GPS 2021?
- Could it be defined better?
- Are any structural changes needed in GPS 2024?

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# Rail Network

## GPS 2021 Definition:

**Rail network** – Investment to enable KiwiRail to deliver a reliable and resilient national rail network

## Questions:

- How did it perform in GPS 2021?
- Could it be defined better?
- Are any structural changes needed in GPS 2024?

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# Investment Management

## GPS 2021 Definition:

**Planning** – Investment in the transport planning, research and funding allocation management

**Sector research** – Investment in the transport planning, research and funding allocation management

**Management** – Investment in the transport planning, research and funding allocation management

## Questions:

- How did it perform in GPS 2021?
- Could it be defined better?
- Are any structural changes needed in GPS 2024?

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**Ngā mihi**  
**Thank you**



**Te Kāwanatanga o Aotearoa**  
New Zealand Government

**From:** Alastair Farr  
**To:** David Hawkey (Auckland Council); Megan Tyler (Auckland Council); Gwyneth MacLeod (KiwiRail); Ben Wells; Robyn Elston; Jenny Chetwynd (Auckland Transport); Mark Laing (Auckland Transport); Mark Lambert (Auckland Transport); "randhir.karma@nzta.govt.nz"; Joshua Arbury (NZTA); Robert Simpson (Auckland Council); "ellse.webster@aucklandcouncil.govt.nz"; Hamish Bunn (Auckland Transport); "hamish.glenn@at.govt.nz"; "Tim.Brown@at.govt.nz"  
**Cc:** Karen Lyons; Lou Lennane; Tim Herbert  
**Subject:** GPS 2024 - indicative strategic priorities  
**Date:** Wednesday, 21 December 2022 1:34:00 pm  
**Attachments:** image001.png  
Signalling GPS24 Indicative strategic priorities Engagement Paper FINAL.pdf

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Kia ora koutou ATAP members

In October we engaged with you on the development of the GPS 2024.

As part of our early engagement, some of you have indicated you would find it useful to see the Government's intended strategic priorities for land transport as early as possible to inform early planning.

We have prepared the attached document as an early signal of likely directions and the results that the Government is intending to achieve through GPS 2024. This document was considered by Cabinet last week. We'll be making the document available on our website in the early New Year, but thought it might be of interest/useful to release to yourselves slightly earlier given the engagement we've had with you.

Given this is an advance version, we would appreciate if you do not circulate too widely – but feel free to share with others that have a direct interest.

This document is not intended to signal final directions or to be released as part of any formal consultation process. We would obviously welcome any feedback on this document and the priorities that it signals. This will help us in as part of preparing the draft GPS 2024, which will be released later in 2023 as part of the formal consultation process.

We would welcome the opportunity to engage and discuss in January. But I suspect, like us, you're in need of a good break first. Please be advised that Ministry staff will return to work on 9 January.

You may have also seen that the Ministry also released the [Decarbonising Transport Action Plan 2022-2025](#) last week. This document is quite a read, but there is a lot in there that is relevant to the directions for GPS 2024.

Meri kirimihete

Alastair

**Alastair Farr**

Principal Adviser – Generational Investment | Kaitohutohu Mātāmua – Tuku Pūtea mō ngā Whakareanga

**Ministry of Transport | Te Manatū Waka**

s 9(2)(a)

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**From:** [Alastair Farr](#)  
**To:** [Waheed Ahmed](#); [Alistair B. Talbot](#)  
**Subject:** GPS 2024 - indicative strategic priorities  
**Date:** Wednesday, 21 December 2022 11:10:00 am  
**Attachments:** [image001.png](#)  
[Signalling GPS24 Indicative strategic priorities Engagement Paper FINAL.pdf](#)

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Kia ora Alistair and Waheed

We spoke with you in October on the development of the GPS 2024.

As part of our early engagement, some people have indicated they would find it useful to see the Government's intended strategic priorities for land transport as early as possible to inform early planning.

We have prepared the attached document as an early signal of likely directions and the results that the Government is intending to achieve through GPS 2024. This document was considered by Cabinet last week. We'll be making the document available on our website in the early New Year, but thought it might be of interest/useful to release to yourselves slightly earlier given the engagement we've had with you.

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Meri kirimehete

Alastair

**Alastair Farr**

Principal Adviser – Generational Investment | Kaitohutohu Mātāmua – Tuku Pūtea mō ngā Whakareanga

**Ministry of Transport | Te Manatū Waka**

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**From:** Alastair Farr on behalf of /o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=0dd3fb4ec57248ea8361b6abab5f2e3b-Alastair Fa  
**To:** Russell Hawkes; Clare Pattison; Nigel.King@waikatoregion.govt.nz  
**Cc:** Tim Herbert; Ella Zaykova  
**Subject:** GPS 2024 - Indicative strategic priorities  
**Date:** Wednesday, 21 December 2022 10:58:46 am  
**Attachments:** image001.png  
Signalling GPS24 Indicative strategic priorities Engagement Paper FINAL.pdf

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Kia ora koutou TSIG

Over the past six months we have engaged with you on the development of the GPS 2024.

As part of our early engagement, some of you have indicated you would find it useful to see the Government's intended strategic priorities for land transport as early as possible to inform early planning.

We have prepared the attached document as an early signal of likely directions and the results that the Government is intending to achieve through GPS 2024. This document was considered by Cabinet last week. We'll be making the document available on our website in the early New Year, but thought it might be of interest/useful to release to yourselves slightly earlier given the engagement we've had with you.

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You may have also seen that the Ministry also released the [Decarbonising Transport Action Plan 2022-2025](#) last week. This document is quite a read, but there is a lot in there that is relevant to the directions for GPS 2024.

Meri kirmehete

Alastair

**Alastair Farr**

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