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Council Information Session/Workshop

ATTACHMENTS - UNDER SEPARATE COVER

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Date: Tuesday 19 March 2024

Time: 10.30 am - 12 pm

Venue: Council Chambers, Civic Offices,  
53 Hereford Street, Christchurch

Zoom Link:  
<https://us02web.zoom.us/j/6439418430?omn=86418455067>

Meeting ID: 643 941 8430

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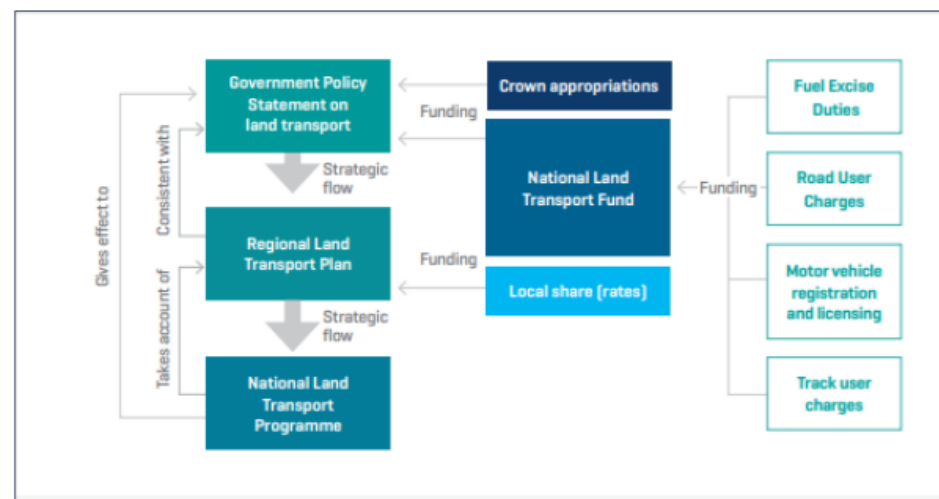


# Draft Government Policy Statement (GPS) Land Transport 2024

Council information session  
19 March, 2024

## What is the GPS Land Transport?

- Outlines the Government's land transport investment priorities
- Guides expenditure from National Land Transport Fund and direct Government investment
- Sets out:
  - What the Government expects to achieve from investments
  - How much funding will be provided
  - How the funding will be raised
  - Breakdown of investment in different activity classes
- Regional Land Transport Plans need to show alignment
- 10-year scope, reviewed every three years in line with LTP cycle



## System reform: addressing infrastructure deficit

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- Proposed National Infrastructure Agency to work with Waka Kotahi to develop a 30-year plan for transport infrastructure
- Link to the proposed fast-track approvals regime
- National Land Transport Fund revenue system reform
  - Electric vehicles required to pay RUC from April
  - Move all vehicles from fuel excise to RUC based on weight and distance
  - Reform tolling and congestion charging legislation
- Amend legislation to align GPS with LTP 10-year investment horizon
- ‘Restore credibility’ of ETS and development of new national Emissions Reduction Plan

# Strategic priorities

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## GPS 2021

- Safety
- Better Travel Options
- Climate Change
- Improving Freight Connections

## Draft GPS 2024

- Economic Growth and Productivity
- Increased Maintenance & Resilience
- Safety
- Value for Money



## What's changed from previous GPS strategic priorities?

Draft 2024 GPS - priorities	Approach/Shifts
<b>Economic growth &amp; productivity</b> *new but amalgamates freight & better travel options priorities of previous GPS*	<ul style="list-style-type: none"> <li><input type="checkbox"/> Top priority for Government</li> <li><input type="checkbox"/> Prioritisation of <b>Roads of National Significance</b></li> <li><input type="checkbox"/> Directive to NZTA Waka Kotahi to focus on maintaining and developing the <b>SH network</b></li> <li><input type="checkbox"/> <b>Public Transport</b> – focus on Auckland and Wellington</li> <li><input type="checkbox"/> <b>Walking and cycling</b> – investment linked to economic growth, safety or demonstrated volume of use</li> <li><input type="checkbox"/> <b>Land-use integration</b> - focus on unlocking access to greenfield land <u>and</u> compact urban form</li> <li><input type="checkbox"/> <b>Narrower interpretation of economic growth</b>: movement heavily prioritised over place-making</li> </ul>
<b>Increase maintenance and resilience</b> *new*	<ul style="list-style-type: none"> <li><input type="checkbox"/> New <b>dedicated pothole prevention</b> activity classes</li> <li><input type="checkbox"/> Road maintenance <b>proactive not reactive</b></li> <li><input type="checkbox"/> Focus on <b>renewal and re-surfacing of roadway only</b></li> <li><input type="checkbox"/> <b>Tolling</b> to be considered to support construction and maintenance of all new roads – new expectation for NZTA</li> <li><input type="checkbox"/> Re-start the <b>Road Efficiency Group</b></li> </ul>

## What's changed from previous GPS strategic priorities?

Draft 2024 GPS - priorities	Approach/Shifts
<b>Safety</b> *retained but change in focus*	<ul style="list-style-type: none"><li><input type="checkbox"/> Significantly reduced focus on <b>safe system infrastructure</b></li><li><input type="checkbox"/> Greater focus on <b>compliance and enforcement</b> measures</li><li><input type="checkbox"/> <b>Infringement fee</b> review to align with similar overseas jurisdictions</li><li><input type="checkbox"/> Changes to setting of <b>speed limits</b> legislation</li></ul>
<b>Value for money</b> *new – previously an underlying principle*	<ul style="list-style-type: none"><li><input type="checkbox"/> Focus on improving <b>efficiency and effectiveness</b> of road transport system</li><li><input type="checkbox"/> Increased <b>PT fare-box recovery</b> and <b>third-party revenue</b> expectations from local government</li><li><input type="checkbox"/> Reduce spend on <b>temporary traffic management</b></li><li><input type="checkbox"/> <b>Review of road safety investment</b> to be undertaken, focus on efficiency, lower cost improvements</li><li><input type="checkbox"/> Focus on <b>whole-of-life costs</b> to maximise long-run value</li></ul>



# What's changed from previous GPS funding priorities?

Table 3: Activity classes and funding ranges

Activity class	Expenditure reporting line	Definition	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Road to live	City infrastructure	Investment in city infrastructure and urban management including all services and interventions	Upper	800	800	800	800	800	800	800	800	800
	Road parking	Investment in road parking and associated expenditure	Upper	500	500	500	500	500	500	500	500	500
	Accession infrastructure	Investment in accession infrastructure	Upper	500	500	500	500	500	500	500	500	500
	Road safety operations	Investment in road safety operations to improve road safety outcomes	Upper	500	500	500	500	500	500	500	500	500
Public Transport Services	Service operations	Investment in the operation of public transport services and services to improve utilisation and maintain existing assets	Upper	800	800	800	800	800	800	800	800	800
	Service improvement	Investment in public transport services to improve the level of service and encourage the uptake of public transport	Upper	800	800	800	800	800	800	800	800	800
	Enabling	Investment in enabling the level of service of existing public transport infrastructure	Upper	800	800	800	800	800	800	800	800	800
	New	Investment in new public transport infrastructure to improve the level of service	Upper	800	800	800	800	800	800	800	800	800
Public Transport Infrastructure	Enabling	Investment in enabling the level of service of existing public transport infrastructure	Upper	800	800	800	800	800	800	800	800	800
	New	Investment in new public transport infrastructure to improve the level of service	Upper	800	800	800	800	800	800	800	800	800
	Walking and cycling	Investment in enabling the level of service and encourage uptake for walking and cycling including associated infrastructure	Upper	800	800	800	800	800	800	800	800	800
	Enabling	Investment in enabling the capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
Local Road Improvements	New	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
	Enabling	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
	Enabling	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
	Enabling	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
State Highway Improvements	Enabling	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
	New	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
	Enabling	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
	Enabling	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
State Highway Maintenance	Enabling	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
	New	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
	Enabling	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
	Enabling	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
Local Road Maintenance	Enabling	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
	New	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
	Enabling	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
	Enabling	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
Investment Management	Enabling	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
	New	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
	Enabling	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
	Enabling	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
Climate Resilience	Enabling	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
	New	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
	Enabling	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
	Enabling	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
Risk Mitigation	Enabling	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
	New	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
	Enabling	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800
	Enabling	Investment in enabling capacity to meet or exceed existing road needs	Upper	800	800	800	800	800	800	800	800	800

\$14,838,000,000

GPS 2021

Activity class funding ranges

Activity Class	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
State Highway Maintenance	Upper	700	700	700	700	700	700	700	700	700
	Lower	420	480	480	540	630	690	750	780	790
State highway pothole prevention	Upper	700	700	700	700	700	700	700	700	700
	Lower	420	480	480	540	630	690	750	780	790
State highway operations	Upper	700	700	700	700	700	700	700	700	700
	Lower	420	480	480	540	630	690	750	780	790
Local Road Maintenance	Upper	700	700	700	700	700	700	700	700	700
	Lower	420	480	480	540	630	690	750	780	790
Local road pothole prevention	Upper	700	700	700	700	700	700	700	700	700
	Lower	420	480	480	540	630	690	750	780	790
Local road operations	Upper	700	700	700	700	700	700	700	700	700
	Lower	420	480	480	540	630	690	750	780	790
Other continuing programmes	Upper	700	700	700	700	700	700	700	700	700
	Lower	420	480	480	540	630	690	750	780	790
Public transport services	Upper	700	700	700	700	700	700	700	700	700
	Lower	420	480	480	540	630	690	750	780	790
Investment management	Upper	700	700	700	700	700	700	700	700	700
	Lower	420	480	480	540	630	690	750	780	790
Safety	Upper	700	700	700	700	700	700	700	700	700
	Lower	420	480	480	540	630	690	750	780	790
Rail network	Upper	700	700	700	700	700	700	700	700	700
	Lower	420	480	480	540	630	690	750	780	790
Improvements	Upper	700	700	700	700	700	700	700	700	700
	Lower	420	480	480	540	630	690	750	780	790
Public transport infrastructure	Upper	700	700	700	700	700	700	700	700	700
	Lower	420	480	480	540	630	690	750	780	790
State highway	Upper	700	700	700	700	700	700	700	700	700
	Lower	420	480	480	540	630	690	750	780	790
Improvements	Upper	700	700	700	700	700	700	700	700	700
	Lower	420	480	480	540	630	690	750	780	790
Local road improvements	Upper	700	700	700	700	700	700	700	700	700
	Lower	420	480	480	540	630	690	750	780	790
Walking and cycling improvements	Upper	700	700	700	700	700	700	700	700	700
	Lower	420	480	480	540	630	690	750	780	790

\$20,043,000,000

Draft GPS 2024

Total increase = \$5.2 billion

% increase = 36.4%

\*\*\* All figures are first 3 years \*\*\*

## Activity class funding: biggest changes

Activity class	21-24	24-27	Absolute change (\$m)	% change
State Highway Improvements	2,825	5,000	2,175	77%
State Highway Maintenance	2,600	4,055	1,455	56%
Local Road Maintenance	2,170	3,325	1,155	53%
Rail Network	435	1,205	770	177%
Local Road Improvements	555	835	280	50%
Public Transport Services	1,575	1,785	210	13%
Investment Management	245	235	-10	-4%
Walking and Cycling Improvements	420	393	-28	-7%
Coastal Shipping	38	0	-38	-100%
Public Transport Infrastructure	1,675	1,530	-145	-9%
Safety	2,300	1,680	-620	-27%

\*\*\* All figures are first 3 years \*\*\*

## Activity class funding: lower thresholds

### Activity class funding ranges

Activity Class		GPS 2024 funding ranges (\$m)						Forecast funding ranges (\$m)			
		2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
<b>State Highway Maintenance</b>											
State highway pothole prevention	Upper	700	790	790	820	920	980	1,050	1,070	1,080	1,100
	Lower	420	460	490	540	630	690	750	760	780	790
State highway operations	Upper	760	850	960	1,050	1,130	1,150	1,170	1,200	1,220	1,240
	Lower	560	640	690	730	780	800	820	830	850	870
<b>Local Road Maintenance</b>											
Local road pothole prevention	Upper	780	850	900	1,170	1,230	1,260	1,280	1,300	1,320	1,340
	Lower	570	610	640	840	890	900	920	930	950	970
Local road operations	Upper	450	480	590	420	450	460	470	480	490	500
	Lower	240	260	280	290	320	320	330	340	340	350
<b>Other continuing programmes</b>											
Public transport services	Upper	750	770	790	810	830	850	870	890	910	930
	Lower	400	420	440	460	480	500	520	540	560	580
Investment management	Upper	85	90	90	90	95	95	100	100	105	110
	Lower	65	70	70	70	75	75	80	80	85	90
Safety	Upper	600	610	620	630	630	630	640	640	640	650
	Lower	500	510	520	530	530	530	540	540	540	550
Rail network	Upper	550	560	560	570	570	570	580	580	580	580
	Lower	360	360	20	20	20	20	20	20	20	20
<b>Improvements</b>											
Public transport Infrastructure	Upper	680	730	780	830	880	930	950	970	990	1,010
	Lower	240	290	340	390	430	480	500	520	540	560
State highway Improvements	Upper	1,950	2,050	2,250	2,300	2,350	2,400	2,400	2,400	2,400	2,400
	Lower	1,150	1,250	1,350	1,400	1,450	1,500	1,500	1,500	1,500	1,500
Local road Improvements	Upper	400	400	410	410	420	420	420	430	430	430
	Lower	150	150	160	160	170	170	170	180	180	180
Walking and cycling improvements	Upper	250	130	130	130	130	130	130	130	130	130
	Lower	135	70	70	70	70	70	70	70	70	70

- Some asset classes could potentially drop significantly after 1 or 2 years

# Activity class descriptions: implications for Council



**Local road improvements**

Broad scope: new roads, improving capacity of existing roads  
Now includes end of life bridge and structures renewals and safe system infrastructure  
Higher degree of prescription: no multi-modal improvements, reduced funding for traffic calming



**Local road pothole prevention**

For re-sealing, rehabilitation and drainage of local road network



**Local road operations**

Network demand management and operations and emergency reinstatement for loss of service



**Public Transport Infrastructure**

Only refers to Auckland and Wellington projects as priorities in description



**Safety**

Road policing and enforcement and road safety education focus  
Expectation that road safety achieved across activity classes (e.g. pothole prevention)  
No investment to be made in safe system infrastructure and traffic calming measures in this class



**Walking and Cycling:**

Significant reduction, includes footpath/shared path/cycle network maintenance and improvements  
any activities funded must undergo consultation with community and business owners

Maintenance and renewals funding now split up and ring-fenced across activity classes

# Investment programme

## Major Transport Projects



## Implications for Ōtautahi Christchurch

- Scale of proposed investment does not reflect the city and region's economic contribution
- No mention of PT futures or MRT (unlike AKL and WLG)
- Big focus on State Highways
- Canterbury Package
  - Likely NZUP funding programme (e.g. Halswell & Brougham Street state highway projects)



## Submission points – for discussion

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### Proposed draft GPS elements to support:

- increased strategic focus and proposed funding increase for maintenance and resilience
- focus on the role the transport system plays in economic growth and productivity
- increased focus on road safety compliance and enforcement
- focus on value for money and exploration of a broader set of transport funding and financing tools
- consolidation of funding back into the National Land Transport Fund – this provides longer term investment planning certainty for Council
- proposal to amend the Land Transport Management Act to require future GPS to adopt a 10-year investment plan in line with Long Term Plan (LTP) planning horizons; and
- proposed review of the NZTA business case processes to reduce costs and streamline what is now an onerous and counter-productive process.

## Submission points – for discussion

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**Opportunity to showcase great work that we have done, or have planned that meet draft GPS objectives**

### **Proposed draft GPS elements to raise as issues/requests:**

- Lack of representation of Christchurch and Canterbury region in GPS priority projects
  - Current and future economic contribution of Christchurch and Canterbury region
  - Request that PT/Futures and MRT and Pages Road Bridge projects are included in Canterbury Package
- Implications of narrower strategic focus on transport outcomes (e.g. emissions reduction, inclusive access)
- Better recognition of the distinct role of local roads to support urban growth
- Activity classes: balance, scope and flexibility
  - Maintenance and renewals fragmentation
  - Broad scope of activities now encompassed in the Local Road Improvement Activity Class
  - Reduced proportion of funding allocated to Cycling and Walking and Public Transport Infrastructure Activity Classes given importance for metro congestion management outcomes

**Invite further discussion through development of upcoming Government's Long-term Infrastructure Plan and City and Regional Deals programmes**

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