

# Te Tauākī Kaupapa Here a te Kāwanatanga mō ngā waka whenua | Draft Government Policy Statement on land transport 2024/25-2033/34

August 2023

## What is the GPS?

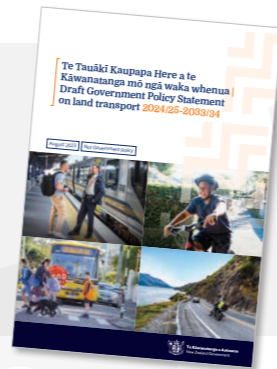
The GPS sets out the Government's priorities for expenditure from the NLTF and how Crown funding complements that investment.

The GPS is developed by Te Manatū Waka Ministry of Transport on behalf of the Minister before public engagement begins.

## Draft GPS 2024 at a glance

### What are the strategic priorities?

The results the Government wishes to achieve from NLTF investment are expressed via a set of strategic priorities.



### Maintaining and operating the system

The condition of the existing transport system is efficiently maintained at a level that meets the current and future needs of users.



### Increasing resilience

The transport system is better able to cope with natural and anthropogenic hazards.



### Reducing emissions

Transitioning to a lower carbon transport system.



### Safety

Transport is made substantially safer for all.



### Integrated freight system

Well-designed and operated transport corridors and hubs that provide efficient, reliable, resilient, multi-modal, and low-carbon connections to support productive economic activity.



### Sustainable urban and regional development

People can readily and reliably access social, cultural, and economic opportunities through a variety of transport options. Sustainable urban and regional development is focused on increasing housing supply, choice and affordability, and developing resilient and productive towns and cities through effective transport networks that provide a range of low-emission transport options and low congestion.

## Minister's headline expectations



Deliver on GPS outcomes in a way that provides value for money



Investments must be efficient and effective



Building back better so that investment in maintenance and renewals is fit for the future (not just replacing like for like)

## Strategic Investment Package

### Key projects 2023 to guide National Land Transport Programme development

Warkworth to Whangārei – SH 1

Auckland Northwest Rapid Transit  
Auckland Rail Third and Fourth Mains Expansion  
Avondale to Onehunga rail link  
Auckland Metropolitan Level Crossing Upgrade and Removal Programme

Cambridge to Piarere – SH 1

Tauranga to Tauriko – SH 29

Napier to Hastings – SH 2

Wellington CBD – Second Mount Victoria tunnel and upgrades to Basin Reserve/Arras Tunnel – SH 1  
Wellington CBD to Island Bay – Mass Rapid Transit  
Wellington Metropolitan Level Crossing Upgrade and Removal Programme

Nelson (Rocks Road) shared path – SH 6  
Nelson – Hope Bypass – SH 6



## Investment in land transport

NLTF revenue to rise from \$15.5 billion in 2021/22-2023/24 to \$20.8 billion in 2024/25-2026/27, an increase of 34 percent.

To reach \$20.8 billion, the GPS proposes a \$7.7 billion funding package made up of:

- Small, semi-regular increases in fuel taxes for three years (\$1.4 billion), increasing forecast revenue from \$13.1 billion to \$14.5 billion
- Crown funding and financing (\$6.3 billion) to limit cost pressures on household and business budgets.

### Activity Class – Funding Ranges

The NLTF activity classes largely follow on from GPS 2021, with the addition of one new activity class.

Inter-regional public transport will play a crucial role in achieving our emissions reduction targets.

### Safety activity class

The Safety activity class was previously called Road to Zero. Funding for safety infrastructure and speed management has been reallocated from Road to Zero to the state highway and local road improvements activity classes. This will enable safety improvements to be delivered as part of the wider improvements programme.



## How does it work?

The GPS is reviewed every three years and guides investment in transport by providing a 10-year outlook of how spending is prioritised for the transport network.

Guided by the GPS strategic priorities, Waka Kotahi supports local government to create quality Regional Land Transport Plans (RLTPs), which it uses to create the National Land Transport Programme (NLTP).

When Waka Kotahi and local government make decisions on transport investments, they give effect to the strategic priorities set out in the GPS.

As the largest co-funder of NLTP projects, local government has an essential role in building strong, evidence-based projects and programmes for investment.

This work is supported by the role of regional councils, territorial authorities and unitary councils in leading long-term planning for their area.

Activity Class		GPS 2024 Funding range						Forecast funding range			
		2024/25 \$m	2025/26 \$m	2026/27 \$m	2027/28 \$m	2028/29 \$m	2029/30 \$m	2030/31 \$m	2031/32 \$m	2032/33 \$m	2033/34 \$m
<b>Continuing programmes</b>											
Public transport services	Upper	850	930	1,020	1,090	1,170	1,270	1,340	1,440	1,550	1,670
	Lower	580	640	700	740	800	870	920	990	1,070	1,150
State highway maintenance	Upper	1,360	1,540	1,700	1,810	1,920	1,960	1,990	2,030	2,060	2,100
	Lower	890	1,020	1,100	1,170	1,250	1,280	1,300	1,330	1,360	1,380
Local road maintenance	Upper	1,080	1,160	1,280	1,360	1,440	1,470	1,490	1,520	1,540	1,570
	Lower	720	790	840	890	960	980	1,000	1,020	1,040	1,060
Investment management	Upper	85	90	90	90	95	95	100	100	105	110
	Lower	65	70	70	70	75	75	80	80	85	90
Rail network	Upper	590	610	620	570	570	570	580	580	580	580
	Lower	490	510	180	120	120	120	120	120	120	120
<b>Improvements</b>											
Public transport Infrastructure	Upper	1,010	1,060	1,110	840	860	880	890	900	910	920
	Lower	520	570	620	460	480	500	500	500	500	500
State highway Improvements	Upper	1,420	1,520	1,720	500	500	500	500	500	500	500
	Lower	1,020	1,120	1,220	200	200	200	200	200	200	200
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
Safety	Upper	600	610	620	630	630	630	640	640	640	650
	Lower	500	510	520	530	530	530	540	540	540	550
Walking and cycling improvements	Upper	330	330	340	310	320	320	330	330	340	340
	Lower	160	170	170	180	180	190	190	200	200	210
Coastal Shipping	Upper	20	20	20	20	20	20	20	20	20	20
	Lower	15	15	15	15	15	15	15	15	15	15
Inter-regional Public Transport	Upper	50	50	50	-	-	-	-	-	-	-
	Lower	20	20	20	-	-	-	-	-	-	-