

GPS 2021 Webinar



Ministry of **Transport**
TE MANATŪ WAKA

in partnership with



ROAD CONTROLLING
AUTHORITIES FORUM (NZ) INC

7 October, 2020



Aim of today is to give you...



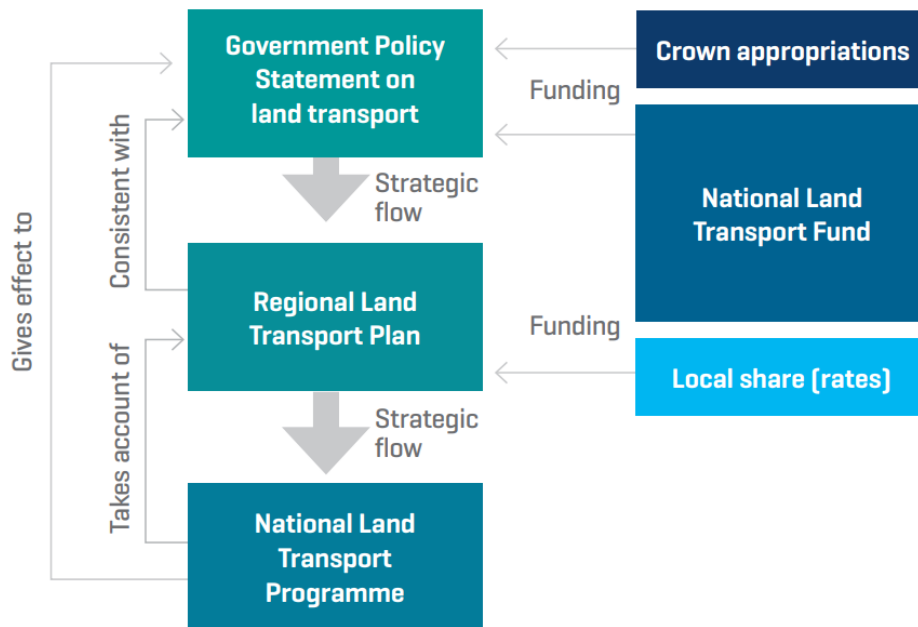
- a quick reminder of the purpose of the GPS for the new people
- an overview of GPS 2021 content
- an overview of how we went from a draft GPS to the final version
- answers to some of the questions you've already submitted
- overview of new planning and funding for Rail
- next steps – Waka Kotahi

What the GPS means for land transport



- ▶ The GPS explains the Government's direction for transport investment over the next 10 years.
- ▶ It influences how the national land transport fund (NLTF) and local share will be invested.
- ▶ It contributes to the Ministry of Transport's Transport Outcomes Framework.
- ▶ Waka Kotahi NZ Transport Agency gives effect to the GPS through the National Land Transport Programme (NLTP).

The GPS fits within this funding framework



Strategic direction of GPS 2021



Investment will be guided by four strategic priorities:

Safety

- Developing a transport system where no-one is killed or seriously injured.

Better Travel Options

- Providing people with better transport options to access social and economic opportunities.

Improving Freight Connections

- Improving freight connections for economics development

Climate Change

- Developing a low carbon transport system that supports emission reductions, while improving safety and inclusive access.

The priorities have primary outcomes & co-benefits



Key outcomes of Safety

Primary outcome

Healthy and safe people

Co-benefits

Inclusive access

Economic prosperity

Resilience and security

Key outcomes of Better Travel Options

Primary outcome

Inclusive access

Co-benefits

Healthy and safe people

Environmental sustainability

Economic prosperity

Resilience and security

Key outcomes of Improving Freight Connections

Primary outcome

Economic prosperity

Co-benefits

Resilience and security

Environmental sustainability

Healthy and safe people

Primary outcome

Environmental sustainability

Co-benefits

Inclusive access

Healthy and safe people

Resilience and security

Funding activity classes



GPS 2021 allocates funding across eleven activity classes

The 11 activity classes

- | | |
|-------------------------------------|------------------------------|
| 1. Road to Zero | 7. State highway maintenance |
| 2. Public transport services | 8. Local road maintenance |
| 3. Public transport infrastructure | 9. Investment management |
| 4. Walking and cycling improvements | 10. Rail network |
| 5. Local road improvements | 11. Coastal shipping |
| 6. State highway improvements | |

Input on draft GPS 2021



- ▶ 1,270 submissions were received
- ▶ Supportive of the strategic direction, and alignment with the 2018 Transport Outcomes Framework
- ▶ Mixed views on suggested funding ranges, linked to views on a multimodal system
- ▶ Welcomed enhanced recognition of RLTPs and their role in planning

Feedback on opportunities for GPS 2021



Roles and responsibilities

Recognition that local government's co-funding partnership with Waka Kotahi is complex.

Recognition of levels of community engagement and the importance of the local government sector as a critical partner.

Strategic priorities

More emphasis on the Environment and Climate Change

More emphasis on resilience and security

Investment in land transport

More funding for active modes and public transport

More investment on roads, not active transport, public transport or rail

Adjustments made to GPS 2021 since the draft



- ▶ Language changes to provide clarity
- ▶ Confirming indicators to measure progress
- ▶ Reflecting Crown investment in land transport
- ▶ Noting the current work to update ATAP
- ▶ Increases in the upper bands of the Walking and Cycling, Investment Management, and State Highway Maintenance activity classes
- ▶ Decrease in year one for some lower bands (PT Infra and LRI)
- ▶ Updating Rail Network funding arrangements

How has COVID-19 been considered in GPS 2021



The questions you submitted

How has COVID-19 been considered?

How did the final GPS respond to submissions?

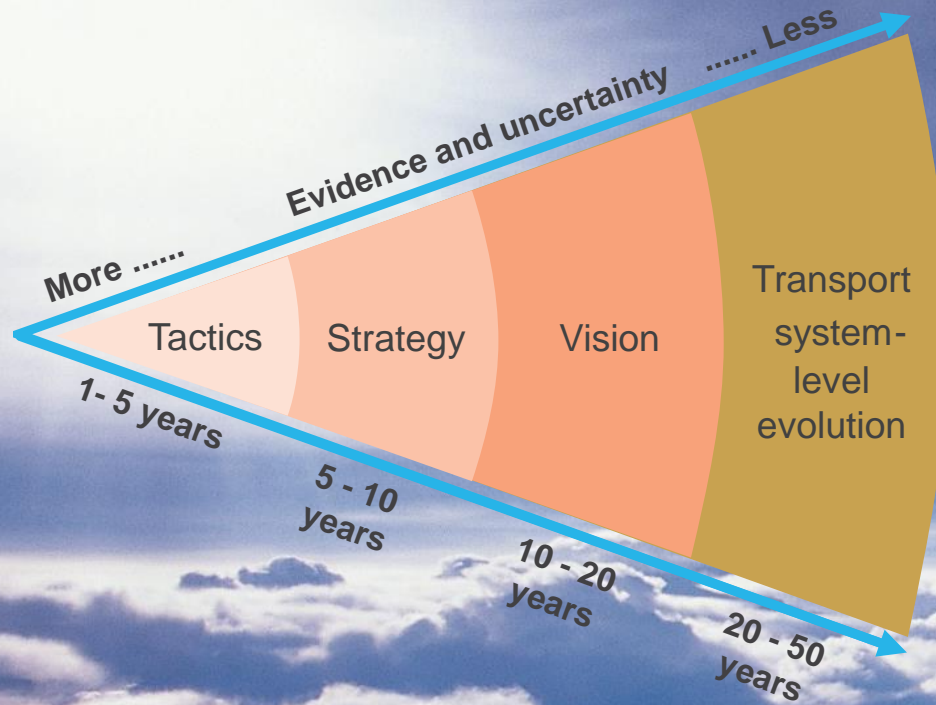
What does the NZUP programme mean for the NLTF?

How did activity classes change from GPS 2018 and how will this impact local government?

GPS implementation

1. Working closely with Waka Kotahi
2. Hearing your feedback
3. Identifying choices further in advance

Generational Investment Approach



Phase 1 →
2070 workshops

Phase 2 →
Refine themes

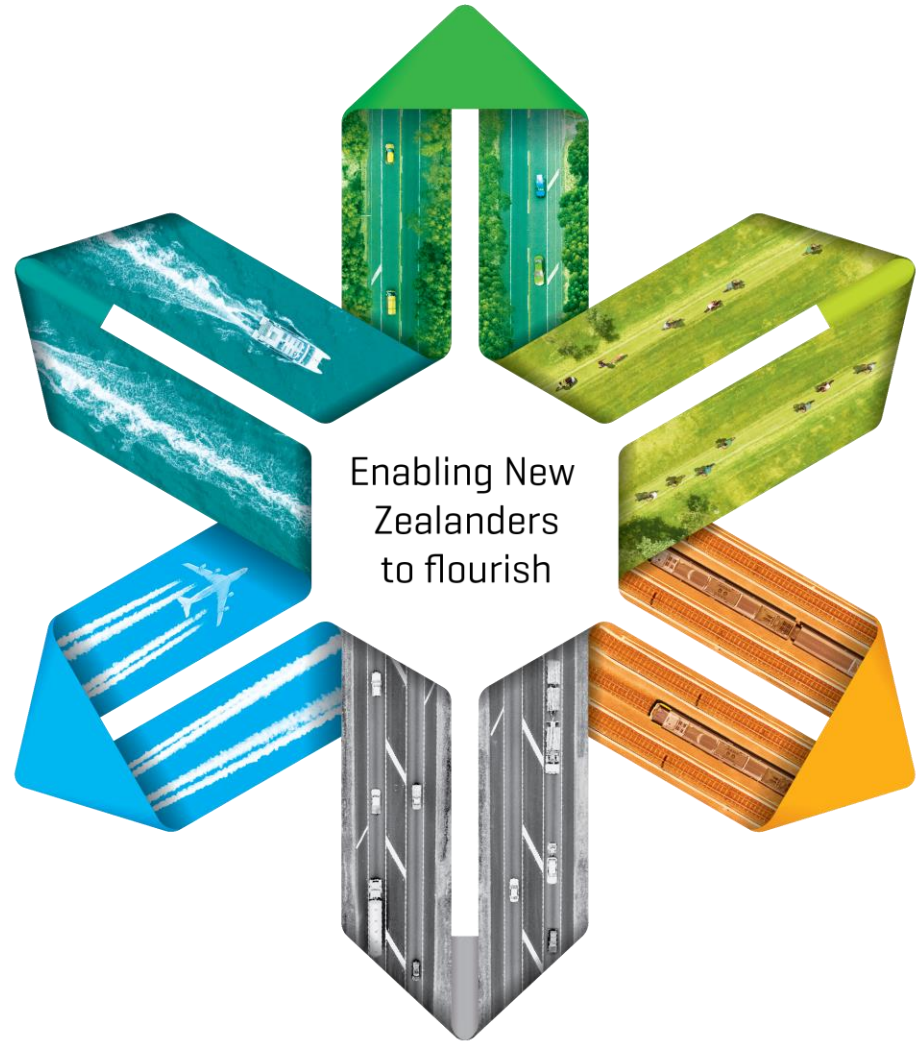
Phase 3 →
Embed practices

GIA is future focused



Future of Rail

Implementing a new planning and funding framework



New planning and funding framework



➤ **Background / strategic context**

- Future of Rail Review
- Consultation on draft New Zealand Rail Plan
- Amendments to the LTMA through the Land Transport (Rail) Legislation Act 2020
- GPS 2021 sets \$120-\$170m for the rail network (plus Crown), and further metro network funding under public transport infrastructure for Auckland and Wellington

➤ **Implementing a new planning and funding framework**

- Final Rail Plan to be released - TBC
- Developing the Rail Network Investment Programme and joining RTC's – KiwiRail
- Developing track user charges regulations for KiwiRail to contribute to the NLTF - MoT

Future of Rail Review and a new framework



- The Future of Rail review looked at the role of rail in the transport system and the changes needed to enable rail to play its part in a multi-modal transport system
- Government has agreed, in principle, to invest in a 'resilient and reliable' rail network as an important first step to bring rail out of 'managed decline'
- The review also recommended a new long-term planning and funding approach was needed for the national rail network, and to bring rail into the Land Transport Management Act 2003

Implementing new framework



- The draft NZ Rail Plan is a key component of the new planning and funding framework for rail as it sets out Government's intentions for rail investment over the next decade and beyond. The role of the Rail Plan is to guide investment decisions taken under the GPS and Crown.
- Draft Rail Plan engaged on publicly on alongside the draft GPS in March – May 2020. Over 1100 submissions received on the draft (including 946 from submissions from members of Generation Zero).
- The draft Rail Plan and submissions informed the final GPS and will inform the final Rail Plan once issued.

Implementing new framework



- The Land Transport (Rail) Legislation Act 2020 was passed earlier this year
- It allows the rail network to be directly funded from the NLTF, and allow regulations to be made to implement track user charges to be paid into the NLTF.
- GPS 2021 sets \$120-\$170m for the rail network (plus Crown), and further metro network funding under public transport infrastructure for Auckland and Wellington
- Rail network activities will be outlined in the Rail Network Investment Programme (RNIP), to be developed by KiwiRail. Waka Kotahi will advise Minister's on the RNIP.
- KiwiRail will join Auckland and Wellington RTC's to support integrated transport planning of the metro networks in those regions.

KiwiRail - Developing the RNIP



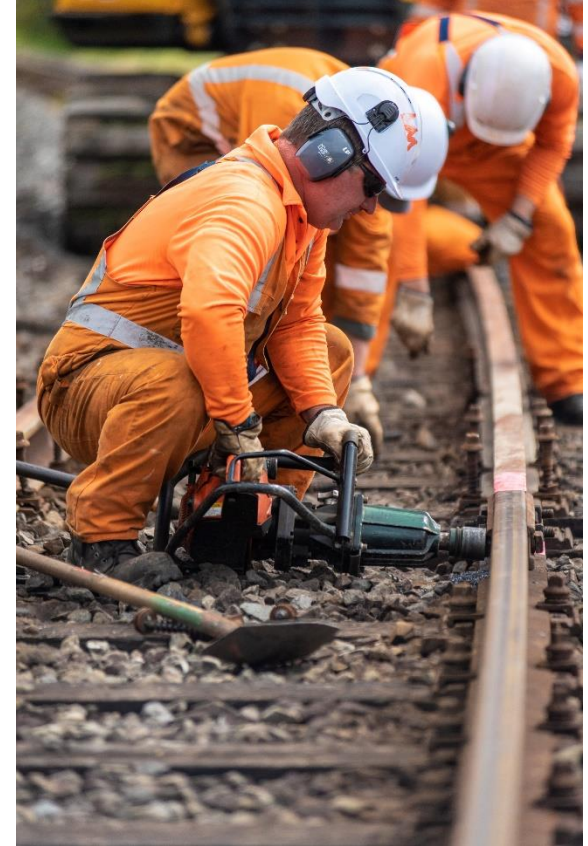
- RNIP intended to be implemented alongside the new GPS and next NLTP
- Will be informed by the final NZ Rail Plan once issued and GPS 2021
- Focus will be on restoring a resilient and reliable rail network
- Will include a programme of continuous maintenance and renewal, and completing existing metro transitional rail projects
- Already engaging with Auckland and Wellington regional planning processes



Next steps – Rail Implementation

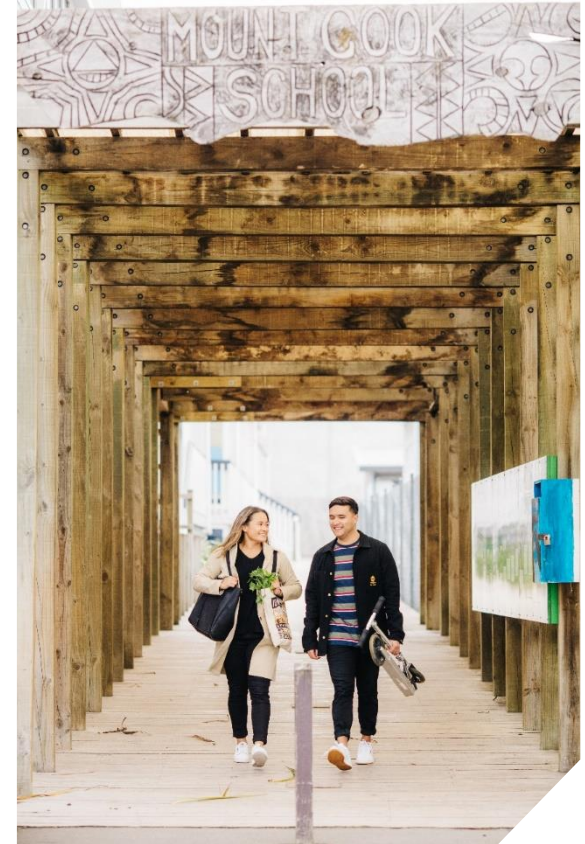


- Final Rail Plan is intended to be issued
- Track user charges regulations
- RNIP will be adopted as part of NLTP



Next Steps and Timing

Waka Kotahi NZ Transport Agency



Waka Kotahi NZ Transport Agency

The Waka Kotahi Board extended the timeline to receive Regional Land Transport Plans (RLTPs) - from 30 April to 30 June 2021

They also extended the adoption of the National Land Transport Programme (NLTP) - from 30 June to 31 August 2021

Consultation on the draft Investment Prioritisation Method (IPM) has started and will close Monday, 2 November 2020

As part of the IPM consultation, next week we have online sessions with Approved Organisations – email nltp@nzta.govt.nz if you'd like to attend

At this stage we're expecting to release the Waka Kotahi Investment Proposal in October



Waka Kotahi NZ Transport Agency

Timeline for continuous programmes

Month	Proposed date	Activity
November 2020	9 November	Initial moderation of continuous programmes
December 2020	11 December	Councils submit final bids for continuous programmes
February 2021	25 February	Final moderation of continuous programmes
April 2021	22 April	Waka Kotahi Board Meeting – indicative allocations for continuous programmes and low cost low risk programmes agreed

Waka Kotahi NZ Transport Agency

Timeline for improvement activities

Month	Proposed date	Activity
October 2020	End September – 30 October	Initial submissions of new improvement activities
February 2021	16 February	Initial moderation for improvement activities
May 2021	21 May	Councils send final submissions for improvement activities
June 2021	10 June	Final moderation of improvement activities
August 2021	Late August to early September	2021-24 NLTP adopted and published

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