
SUBMISSION ON THE DRAFT GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT

1. Purpose of Report

This report provides background information for the oral presentation on the draft Government Policy Statement on Land Transport 2015 (the draft GPS).

The Ministry of Transport is now seeking submissions on the draft GPS. The report seeks the agreement of the Transport and Urban Development Committee (the Committee) to delegate authority to the Chief Executive and Chair of the Committee to sign off the final submission on the draft GPS.

2. Recommendations

Officers recommend that the Transport and Urban Development Committee:

- 1. Receive the information.*
- 2. Delegate authority to the Chief Executive and Chair of the Committee to sign off the final submission on the draft Government Policy Statement.*

3. Background

The GPS is issued by the Minister of Transport every three years and is how the Government communicates:

- What it wants to achieve in land transport through the National Land Transport Fund (NLTF), which is administered by NZTA through the National Land Transport Programme¹ (NLTP)
- How much funding will be provided and how it will be raised
- How it expects to see funding allocated between the different types of activity (for eg, roading, public transport and road safety).

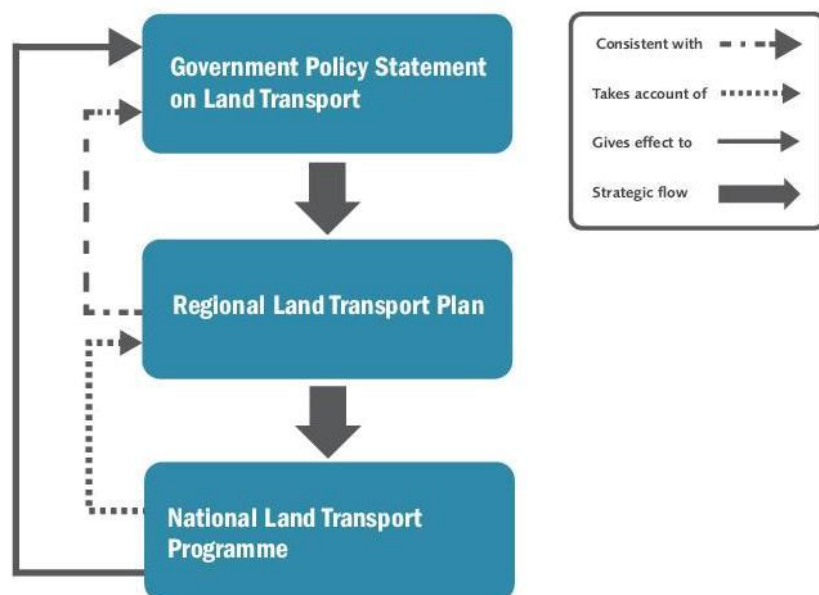
The Ministry of Transport is now seeking submissions on the draft GPS. The final version of the GPS is due to be issued following the general election and will come into force on 1 July 2015.

4. National Land Transport Programme

GPS 2015 will cover the financial period 2015/16 to 2024/25 and will be reflected in the NLTP 2015 – 2018 which is due to be issued in June 2015. The NLTP must 'give effect' to the GPS. The NLTP sets out the specific activities that will be funded to address the transport objectives in the GPS.

¹ Funding to councils for the land transport activities they deliver is allocated through the NLTP

Regional Land Transport Plans (RLTP) are prepared by Regional Transport Committees (RTC) and list all of the planned transport activities for a region for at least 10 years. The RLTP is used to prioritise applications for Government funding through NZTA. RTCs must ensure 'consistency with' the GPS.



5. Key Issues

The draft GPS sets an expenditure target of \$3.4 billion for the 2015/16, rising to \$4.4 billion in the 2024/25 financial year and continues the following key priorities from GPS 2012:

- A strong and continuing focus on economic growth and productivity
- Road safety
- Value-for-money.

The Minister is also proposing to include the following national objectives for a land transport system that:

- addresses current and future demand
- provides appropriate transport choices
- is reliable and resilient
- is a safe system, increasingly free of death and serious injury
- appropriately mitigates the effects of land transport on the environment.

In our submission we will consider the merits of these priorities and objectives, and whether others should be added.

6. Funding

In our submission we will respond to the range of key issues covered in the draft GPS including:

- Funding allocation to public transport – is this reasonable
- Levels of investment in the local road network/infrastructure – which raises equity issues and questions around the adequacy of the current levels of investment in comparison with current investment levels in the state highway network. We will be assessing the impact over time
- The progressive replacement of regionally allocated 'R' funding with a new regional improvements activity class in non-urban areas – we will comment on the appropriateness of this change and the implications for Wellington City resulting from the loss of 'R' funding.

It is important to note that there are a number of ways that funding is organised under the GPS. For example, while there are separate activity classes for safety and walking and cycling, funding for both safety and active modes is also built into other expenditure categories.

7. Not included in the draft GPS

The following initiatives are not part of the GPS work. Decisions on both will, however, impact on Wellington City Council's share of land transport funding.

- The Funding Assistance Rate review - decisions on the FAR will be made separately, with confirmation of actual rates for councils expected in November 2014
- The One Network Road Classification (ONRC) initiative - involves categorising roads based on the functions they perform, which has been formally adopted by NZTA for use in the development of the NLPT 2015-18. The classification and provisional 'Customer Levels of Service' have been signed off and performance measures are currently being finalised.

8.1 Consultation and Engagement

Wellington City Council will engage with Local Government New Zealand (LGNZ) on the draft GPS to ensure that LGNZ is aware of the Council's key issues and concerns. The Minister of Transport is required to have regard to the views of LGNZ when preparing the GPS.

8.2 Financial considerations

The government's decisions on the GPS will be reflected in the NLTP 2015-18 which will determine future funding levels for the Wellington region for transport activities.

8.3 Climate change impacts and considerations

Environmental mitigation of the most adverse effects of the land transport system are a specific focus area under the GPS.

8.4 Long-term plan considerations

Transport related initiatives will be included in the next Long Term Plan.

9. Conclusion

There are a range of matters arising from the draft GPS which will be addressed in Wellington City Council's submission on the draft. The oral presentation identifies some of the key matters that will be discussed, particularly in relation to levels of investment in local roads.

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