



NOTICE OF MEETING

**Notice is hereby given of the Meeting of the
Infrastructure Committee
to be held in the Council Chamber,
First Floor, Te Hīnaki Civic Building,
101 Esk Street, Invercargill on
Tuesday 5 September 2023 at 3.00 pm**

Cr I R Pottinger (Chair)
Mayor W S Clark
Cr A J Arnold
Cr R I D Bond
Cr P M Boyle
Cr S J Broad
Cr T Campbell
Cr A H Crackett
Cr G M Dermody
Cr P W Kett
Cr D J Ludlow
Cr L F Soper
Rev E Cook
Mrs P Coote

MICHAEL DAY
CHIEF EXECUTIVE

Infrastructure Committee - Public

05 September 2023 03:00 PM

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1. Apologies	
2. Declaration of Interest	
a. Members are reminded of the need to stand aside from decision-making when a conflict arises between their role as an elected representative and any private or other external interest they might have.	
b. Elected members are reminded to update their register of interests as soon as practicable, including amending the register at this meeting if necessary.	
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Public Excluded Session

Moved , seconded that the public be excluded from the following parts of the proceedings of this meeting, namely:

- a) Confirmation of Minutes of the Public Excluded Session of the Infrastructure Committee Held on 1 August 2023
- b) Verbal Update from the Chair of WateNet
- c) City Block West Consultation Options

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution
a) Confirmation of Minutes of the Public Excluded Session of the Infrastructure Committee Held on 11 July 2023	Section 7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	Section 48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7
b) Verbal Update from the Chair of WateNet	Section 7(2)(h) Enable any local authority holding the information to carry on, without prejudice or disadvantage, commercial activities	Section 48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7
c) City Block West Consultation Options	Section 7(2)(g) Maintain legal professional privilege Section 7(2)(b)(ii) Protect the information where the making available of the information would be unlikely unreasonably to prejudice the commercial position of the person who supplier or who is the subject of the information	Section 48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7

**MINUTES OF INFRASTRUCTURE COMMITTEE, HELD IN THE COUNCIL CHAMBERS, FIRST
FLOOR, TE HINAKI CIVIC BUILDING, 101 ESK STREET, INVERCARGILL ON TUESDAY
1 AUGUST 2023 AT 3.00 PM**

Present:	Cr I R Pottinger (Chair) Cr R I D Bond Cr P M Boyle Cr A H Crackett Cr G M Dermody Cr P W Kett Cr D J Ludlow Mrs P Coote – Kaikaunihera Māori – Awarua
In Attendance:	Cr B R Stewart Mr M Day – Chief Executive Ms E Moogan – Group Manager – Infrastructure Mr S Gibling – Group Manager – Leisure and Recreation Mrs P Christie – Acting Group Manager – Finance and Assurance Mr J Shaw – Interim GM – Consents and Compliance Mr M Morris – Manager – Governance and Legal Ms H Guise - Property Portfolio Manager Ms L Knight - Manager - Strategic Communications Mr G Carron - Digital and Visual Communications Advisor Mrs T Amarasingha – Governance Advisor

1. Apologies

Mayor Clark, Cr Arnold, Cr Campbell, Cr Soper, Rev Cook

Moved Cr Dermody, seconded Cr Ludlow and **RESOLVED** that the apologies be accepted.

2. Declaration of Interest

Nil.

3. Public Forum

Nil.

4. Minutes of the Meeting of the Waste Advisory Group (WasteNet) held on Monday 26 June 2023

A4750267

Moved Cr Dermody, seconded Cr Boyle and **RESOLVED** that the Minutes of the meeting of the Waste Advisory Group (WasteNet) held on Monday 26 June 2023 be received.

The Committee requested the Ministry for the Environment presentation to be added to the resource centre of board books.

Ms Moogan was invited to respond to a query about the data source for the waste landfill trends. She said that the trend analysis is not from WasteNet, and the trends mentioned in the WasteNet minutes, were what is being seen nationally. She believes that these national trends fit with WasteNet's trends.

5. Minutes of the Meeting of Infrastructure Committee held on Tuesday 11 July 2023

A4689764

Moved Cr Dermody, seconded Cr Ludlow and **RESOLVED** that the Minutes of the Infrastructure Committee held on Tuesday 11 July 2023 be confirmed.

6. Minutes of the Meeting of the Waste Advisory Group (WasteNet) held on Monday 24 July 2023

A4752938

Moved Cr Crackett, seconded Cr Boyle and **RESOLVED** that the Minutes of the meeting of the Waste Advisory Group (WasteNet) held on Monday 24 July 2023 be received.

7. Activities Report

A4736968

Ms Moogan provided an update regarding Stead Street update. She informed the Committee of the advice received from Environment Southland regarding the delay on the site going back to two lanes. This has moved from early August to late September.

Mr Pearson was invited to respond to a query about the management of the traffic light on the site of Stead Street noting a long vehicle queue this morning. Mr Pearson said that he had spoken to the project manager of the site. The traffic light at the site was manually controlled during peak periods to minimise the traffic and it was unable to identify the specific reasons for the traffic management issue. Council would inform all reported issues to Environment Southland and also continuously monitor and check with them. It was noted that Environment Southland was operating the site as best they could to minimise disruptions. Police had been in contact to monitor the sites as some drivers choose not to follow the traffic lights. It was noted that this was a difficult site to manage as the traffic was from different ways.

In response to a query about the delay from early August to late September, Ms Moogan said that they were hoping to fit two lanes plus the cycleway into that area and they had to keep the cycleway open as a requirement of Code of Practice for Temporary Traffic Management. Therefore, Environment Southland were not able to accommodate both lanes within the timeframe.

In response to a query about communication to the public about the delay in Stead Street going back to two lanes, it was noted that Environment Southland's communications team was managing it and when they had provided an update, council's communication team updated on social media.

In response to a query about what council could do to expedite to make the traffic flow faster, it was noted that Environment Southland was not doing anything different to what ICC would do and also they had contracted the work to the same contractors that ICC often use. Environment Southland had provided appropriate responses to the queries from ICC and tried to make changes to get better site functioning.

In response to a query about, when this tranche of school speed management signs would be completed, it was noted that most of the signs would be up within a short period of time and aimed to operate after school holidays. ICC is well ahead of many other cities in this space.

In response to a query about minor corrective actions filed by IANZ, it was noted that that suggestions were made for paperwork and record keeping and no significant matters were reported.

Mr Michael Day was invited to respond to a query about how Council decided that the double glazing project was the highest priority in terms of the Better Off funding. Mr Day said that Council did a full exercise in relation to a number of pieces of work that could go through for the better of funding. This was aligned with not only with Council wanting to improve our housing stock but also aligned with the expectations from Mana Whenua in relation to supporting and improving the status of housing and warm homes. It was noted that the Committee would like to see future reports on this matter.

In response to a query about community engagement regarding the location of the proposed pump track, Mr Pearson said that the location was a part of the proposal to Waka Kotahi by Council. Mr Steve Gibling was informed that the location was consulted with the community through Active Southland and feedback shows the suitability of the location. Further, he said, his team could provide a verbal update reading feedback at the next activity report.

In response to a query about who controls the operations side of the school signs, it was noted that those signs would operate through school websites and would be pre-programmed for the calendar year. Some of those signs have remote controls to turn on and off.

Moved Cr Boyle, seconded Ms Coote and **RESOLVED** that the Infrastructure Committee:

1. Receives the report "Activities Report".
2. Notes the IANZ outcome of the three waters laboratory audit and recommendation that accreditation continue.
3. Notes that interim steps are being scoped in response to the High Crash Rate - Mill Road North / Bainfield Road / Fairweather Road for delivery whilst a permanent capital solution is scoped and delivered.

8. Public Excluded Session

Moved Cr Kett, seconded Cr Dermody and **RESOLVED** that the public be excluded from the following parts of the proceedings of this meeting, namely:

- a) *Receiving of Minutes of the Public Excluded Session of the Waste Advisory Group (WasteNet) held on 26 June 2023*
- b) *Confirmation of Minutes of the Public Excluded Session of the Infrastructure Committee held on 11 July 2023*
- c) *Receiving of Minutes of the Public Excluded Session of the Waste Advisory Group (WasteNet) held on 24 July 2023*
- d) *Freeholding and Disposal of Land - 91 Earn Street, Invercargill*

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution
(a) Receiving of Minutes of the Public Excluded Session of the Waste Advisory Group (WasteNet) held on 26 June 2023	Section 7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	Section 48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7
(b) Confirmation of Minutes of the Public Excluded Session of the Infrastructure Committee held on 11 July 2023	Section 7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	Section 48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7
(c) Receiving of Minutes of the Public Excluded Session of the Waste Advisory Group (WasteNet) held on 24 July 2023	Section 7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	Section 48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7

- (d) Freeholding and Disposal of Land - 91 Earn Street, Invercargill

Section 7(2)(i)
Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)

Section 48(1)(a)
That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7

There being no further business, the meeting finished at 4.00 pm.

TEMPORARY ROAD CLOSURE – UNITED FIRE BRIGADES ASSOCIATION (UFBA) – 2024 SOUTH ISLAND FIREFIGHTER CHALLENGE EVENT

To:	Infrastructure Committee
Meeting Date:	Tuesday 5 September 2023
From:	Russell Pearson – Manager Strategic Asset Planning
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date:	Thursday 31 August 2023
Open Agenda:	Yes
Public Excluded Agenda:	No

Purpose and Summary

Council has received a request for temporary road closure of Forth Street (from Ness Street to Elles Road) for the United Fire Brigades' Association (UFBA) 2024 South Island Firefighter Challenge event on Saturday, 16 March 2024. The closure is for approximately six days.

This is a new event for Invercargill City to host, and with well organised traffic management will not unreasonably impede traffic in these areas.

Council is being asked to consider utilising its powers under Local Government Act 1974 (Section 342 and Schedule 10).

This Act allows Council to close a road for an event (after consultation with the NZ Police and Waka Kotahi) which it decides will not unreasonably impede traffic.

Recommendations

That the Infrastructure Committee:

1. Receives the report "Temporary Road Closure – United Fire Brigades' Association (UFBA) – 2024 South Island Firefighter Challenge Event", to be held on Saturday, 16 March 2024.
2. Resolve that the proposed event outlined in the report will not impede traffic unreasonably.

3. Approves the temporary road closures for Forth Street, from Ness Street to Elles Road, from 8.00am, Wednesday 13 March 2024, until 5.00pm, Monday 18 March 2024, as permitted under the Local Government Act 1974 (Section 342 and Schedule 10).

Background

On 17 July 2023 Council received a request from UFBA's senior events coordinator for a road closure of Forth Street between Ness Street and Elles Road from 8.00 am Wednesday 13 March 2024, to 5pm Monday 18 March 2024.

The Local Government Act 1974 Section 342 allows Council to close a road for an event (after consultation with the NZ Police and Waka Kotahi New Zealand Transport Agency), which it decides will not unreasonably impede traffic. Consultation with the public under this legislation is not required.

This event looks to have a longer closure but overall will have minimal impact on traffic movements.

Good traffic management will be provided and with the location of this event, and the city grid roading network there are many options and alternative routes available.

A request has been made to the NZ Police and Waka Kotahi and they have no objection to this event. The event does not impact State Highway 1 – Tay Street.

Issues and Options

Analysis

This event will create only minor disruption to traffic flows. The area is mainly used for parking by staff from the adjacent businesses, which will be advised of the temporary closure by the event organisers. The closing of the street is necessary allow the event site to be constructed in the days prior to the event, and dismantled again after the public event day is held (Saturday 16 March 2024). The closure will assist the event organisers to provide appropriate safety of the set-up staff, participants and general public at this event.

Significance

This request is not significant in terms of Council policy.

Options

The options which exist are to approve or decline the request. The street planned to be closed is seen as appropriate to effect a safe area for the activities.

Community Views

This legislation does not require community views to be sought however this is a public event which is being organised by a national organisation to be held in Invercargill.

Implications and Risks

Strategic Consistency

This report is consistent with good governance of our roads.

Financial Implications

No direct financial implications.

Legal Implications

This report looks to ensure that the legal process of temporarily stopping a road for an event is followed.

Council is considering how it manages its obligations under health and safety legislation.

Climate Change

This report does not have a direct Climate Change impact.

Risk

The key risk noted is to ensure that good traffic management is delivered by experienced contractors.

The NZ Police and Waka Kotahi are being consulted on this closure and expected to be supportive.

Next Steps

If the closure is approved, the event organisers will be advised and a traffic management contractor engaged by the organiser. A public notice would be published in a local newspaper and information posted on the ICC website.

Attachments

Appendix 1 – United Fire Brigades Association (UFBA) – 2024 South Island Fire Fighter Challenge Event Details (A4768418).

Appendix 1 – United Fire Brigades Association (UFBA) - 2024 South Island Firefighter Challenge Event

Event Details

We write to formally request from the Council permission to access the car park in Forth Street towards the Mitre 10 end, Invercargill for our United Fire Brigades' Association (UFBA) 2024 South Island Firefighter Challenge event.

We have sent a booking request through to Invercargill City Council Leisure and Recreation for the green area, but would like to secure the carpark as the main track area.

A little bit about us as an organisation.

We represent 14,000 firefighters throughout New Zealand, both Volunteers and paid firefighters. The event that we want to bring to Invercargill is an internationally recognised event that is highly valued and contested each year.

About the Firefighter Challenge

The Firefighter Challenge is like a Firefighter Iron Man and is the most physically demanding of our Challenges - so crossing the finishing line is more rewarding! It's earned the reputation of being 'the toughest two minutes in sport'.

Wearing full bunker gear and breathing from a BA set, competitors race against each other and the clock in a series of tasks across the course.

The five tasks are:

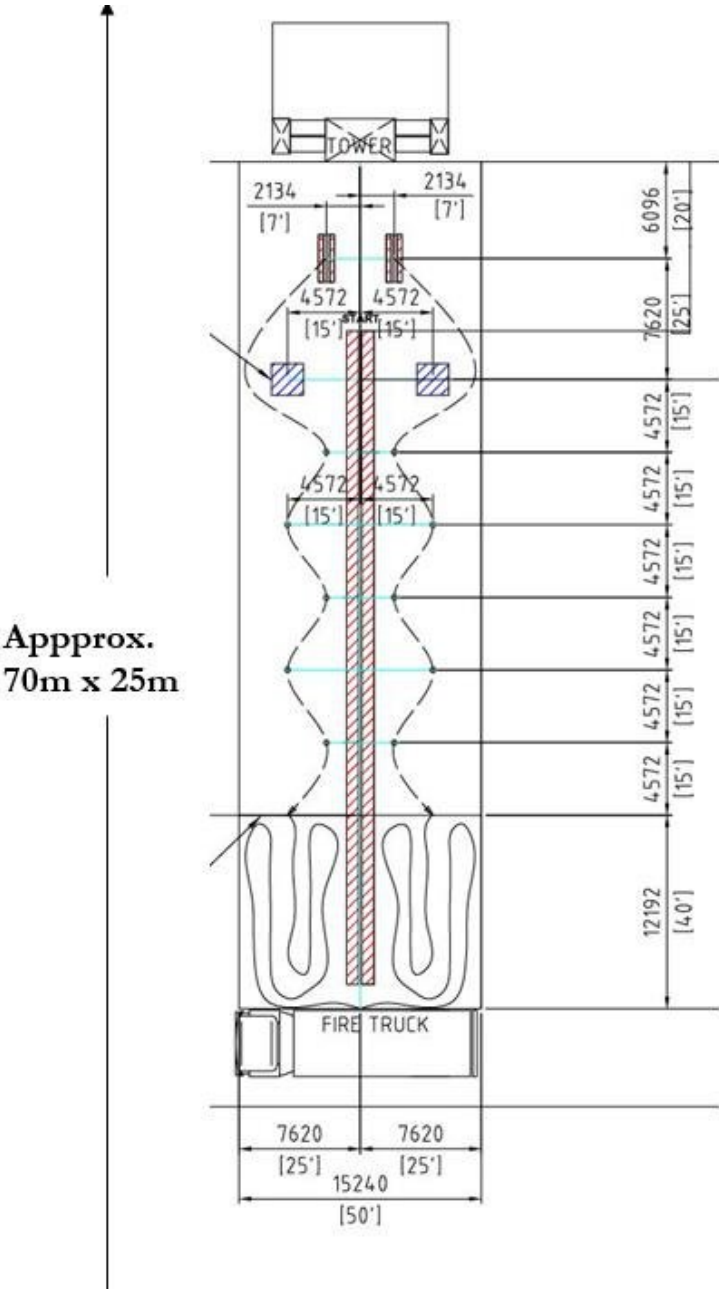
1. Climbing a 6-storey tower carrying a length of 70mm 19kg flaked hose
2. Hoisting a 70mm hose coil 6 storeys
3. Chopping using a 4kg shot hammer to drive a beam 1.5 metres
4. Extending a charged length of 45mm hose to knock down a disc
5. Dragging a life sized dummy a distance of 30.5m

The competition is a great test of skill and fitness and simulates the physical demands of real-life firefighting to the public.

Event and Track Specifications

Track Requirements

- Space and access for Container near the base of the tower from the Tuesday prior to the event date
- Flat concrete (or similar) surface 80mx40m, and must be zero gradient
- Space and access for health and safety precautions i.e. temporary fencing, ambulance service access, pop up tents
- Space and access for public thoroughfare
- A suitable area with power for administration and field secretary at the challenge venue
- Suitable female/male toilets and changing sheds.



Estimated Weights

- Fire truck – 12 Tonne (over 12sq m)
- Container – 12 Tonne (over 12 sq m)
- Tower build – 12 Tonne over 40 sq m – includes water filled ballasts for steadying)

Logistics for the Event

- Access to hydrants for filling a fire truck.
- Ability to close road if required this will depend on where the site is (we will liaise with you on this)

- We do a comprehensive Hazard Management Plan that we send to Council as soon as we have site booking we get this paperwork in for signing off
- We complete an event booking sheet from the Council to secure our booking
- We have public liability cover which we send you a copy of
- We submit plans for a temporary building consent with the council for our six storey tower, built by scaffolders that we hire and have done the build for us for the past 10 years to engineer specified drawings
- We have contacts with local fire brigades to be a point of liaison before the event to collect keys and ensure that suppliers are met
- We encourage members of the public to watch our events, they are free of charge to anyone who wishes to come and watch
- We appoint Safety Officer for the event who keeps an eye on any risks or hazards that may occur and rectify them
- We send our media releases to get exposure for our event and this often ensures that the town we are visiting gets mentioned
- We use social media to ensure that the message gets out about our event
- We hire local security firms to secure the tower when not in use and also to prevent loss of equipment
- Waste management plans
- Hire portaloos if there are not nearby facilities at the venue

Benefits of the Event

1. Benefits for Invercargill include but are not limited to a boost to the local community.
2. We require multiple accommodation at local hotels for our firefighter competitors and officials, we have made bookings
3. We fly officials and competitors into Invercargill Airport before the competition and get bus transfers to the event.
4. We also use local businesses for catering and a prize giving event at a suitable venue.
5. We use social media and local newspapers/television channels to cover our events to promote us and the towns that we are visiting
6. Strong encouragement to get schools and childcare providers to come and visit the event to see firefighters in action and encourage them to think about future careers.
7. Involvement of local fire brigades from Otago/Southland area.

Event Timeline for your Reference and Road Closure Needed

Wednesday 13th March

Container Delivery (see map) – this is delivered by Mainfreight and needs to go in the position on the map, if we need to have the carpark closed off that date to accommodate please let me know.

Thursday 14th March

- Car Park closed off – signage out, event, no parking etc
- Southern Scenic Route (fenced off)
- Ability to enter car park from Ness Street for event truck and scaffolding truck.
- Car parking for event on Ness Street

Friday 15th March

- Fire Truck on Site
- Water tanker for event
- Scaffolding Truck for tower build
- Supplier deliveries, AV, portaloos, ezi-ups, generators for power
- Pack In Day
- Tower Build

Saturday 16 March

- Event Day
- Pack Out

Sunday 17 March

- Scaffolding Dismantle

Monday 18 March

- Container Collected
- Road reopened

ROAD STOPPING AND DISPOSAL OF STOPPED ROAD – BIGGAR STREET, INVERCARGILL

To: Infrastructure Committee

Meeting Date: Tuesday 5 September 2023

From: Russell Pearson – Manager Strategic Asset Planning /
Heather Guise – Property Portfolio Manager

Approved: Erin Moogan - Group Manager - Infrastructure Services

Approved Date: Thursday 31 August 2023

Open Agenda: Yes

Public Excluded Agenda: No

Purpose and Summary

At its meeting on 16 June 2022, Council approved commencement of the consultation process regarding stopping a portion of road adjacent to 33 Biggar Street, Invercargill.

This report outlines consultation undertaken and road stopping/disposal process of the land for Council to make the decision.

Recommendations

That the Infrastructure Committee

1. Receive the report "Road Stopping and Disposal of Stopped Road – Biggar Street, Invercargill".

Recommends to Council that

2. Pursuant to Sections 116 and 117 of the Public Works Act 1981, Council authorises the stopping of the subject portion of the road.
3. Council resolves to sell the stopped road to the adjacent property owner (33 Biggar Street, Invercargill).
4. The Chief Executive be given delegated authority to agree terms and conclude the disposal of the land by way of sale following the final stopping process and gazettal action.

Background

The adjoining land owner at 33 Biggar Street, Invercargill lodged an application to purchase the portion of road containing 8m² upon which his building encroaches. An aerial photograph and survey plan showing the portion of road is annexed as Appendix 1.

Following the Council approval given on 16 June 2022 (Report A3951102), the Applicant has since removed the veranda, meeting that condition of the road stopping process.

Analysis

The area is currently not occupied as road and is not currently available for use for public access due to the building encroachment on the land. As such, it will have no significant impact on traffic safety, or pedestrian or utility access.

Community Views

Public notification (in the form attached as Appendix 2) was published in the Southland Times on Saturday 1 July and Saturday 15 July 2023. Herenga ā Nuku (New Zealand Walking Access Commission) was also notified of the proposal.

No objection to the proposal has been received.

Implications and Risks

Strategic Consistency

The disposal of this land is in line with Council's strategic outcomes, enabling Invercargill's economy to grow and diversify; and the continued use of this property meets any requirements of the District Plan.

Financial Implications

The adjoining owner has agreed to meet the cost of the road stopping process and amalgamation, once the road is stopped.

Due to the size of the subject land, together with the offer by the adjoining land owner proposing to meet Council's costs in regard to advertising stopping of the road and gazettal action, it is not intended to request a market value assessment of the property.

Legal Implications

Council has met its legal requirements under the Local Government Act 1974 both in regard to the formal consultation process and negotiating disposal of the land to the adjoining land owner.

Climate Change

Climate Change will have no direct impact as a result of the road stopping action.

Risk

There are no risks associated with this action.

Next Steps

Council formally resolves to stop that portion of the road and dispose of the land to the encroaching adjacent owner via gazettal action and amalgamation, which deals with the encroachment issue in an effective manner.

Staff will carry out the actions as directed by Council.

Attachments

1. Appendix 1 – Aerial photograph and draft survey plan of the land (A4827768).
2. Appendix 2 – Public notice (A4827708).

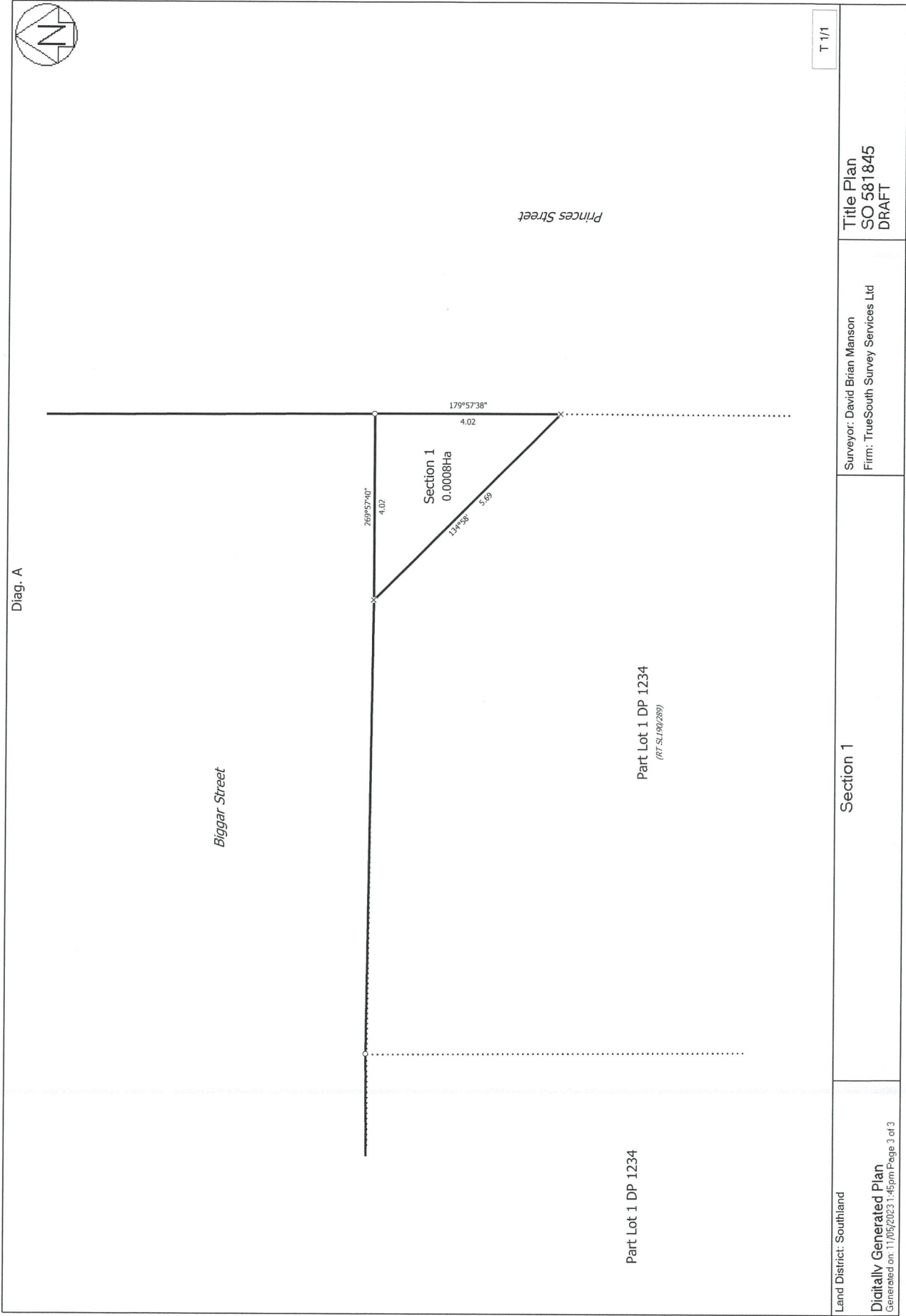
A4827768



Area Schedule

Schedule of Areas - SO 581845

Road to be Stopped			
Shown	Adjoining	Title Ref	Area
Section 1 SO 581845	Part Lots 1 & 2 DP 1234	RT SL190/289	0.0008Ha





Proposed Road Stopping Notice

The Invercargill City Council hereby gives notice that it has resolved to commence action to stop a portion of an encroachment onto road located at 33 Biggar Street, Invercargill measuring approximately 8m².

Background

The subject land is a portion of an encroachment onto road located at 33 Biggar Street, Invercargill measuring approximately 8m². It is not formed and utilised as part of the road or footpath.

The subject area of road is not considered to be essential in terms of traffic safety, or pedestrian or utility access, and the land is not required for any other public purpose under Council's administration.

Therefore Council proposes to implement action to stop the road in order to facilitate disposal of the land to the adjoining landowners.

This notice is given pursuant to the provisions of Section 342 and the Tenth Schedule of the Local Government Act 1974. Any person wishing to object to the proposal should lodge their objection in writing before 4pm on the 31st of July 2023.

Copies of this notice and aerial images may be viewed at the office of the Invercargill City Council, 101 Esk Street Invercargill.

All objections should be addressed in writing to:

The Chief Executive Officer
Invercargill City Council
Private Bag 90104
Invercargill 9840



ROAD STOPPING – GREEN POINT ROAD

To:	Infrastructure Committee
Meeting Date:	Tuesday 5 September 2023
From:	Russell Pearson – Manager Strategic Asset Planning / Heather Guise – Property Portfolio Manager
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date:	Thursday 31 August 2023
Open Agenda:	Yes
Public Excluded Agenda:	No

Purpose and Summary

At its meeting on 7 February 2023, Council approved commencement of the consultation process regarding stopping a portion of Green Point Road.

This report outlines consultation undertaken and the next steps required to complete the road stopping process.

Recommendations

That the Infrastructure Committee:

1. Receive the report "Road Stopping – Green Point Road".
2. Reviews the submissions received following public consultation.
3. Approves negotiation with adjacent land owners in relation to finalising survey of the land in order to seek the consent of the Minister of Lands as required under the Local Government Act 1974.

Recommends to Council that:

4. Subject to Minister of Lands approval, pursuant to Sections 116 and 117 of the Public Works Act 1981, Council authorises the stopping of the subject portion of the road and dispose of the stopped road to adjacent property owners.
5. The Chief Executive be given delegated authority to agree terms and conclude the disposal of the land by way of sale following the final stopping process and gazettal action.

Background

An adjoining land owner at Green Point Road lodged an application to purchase a portion of the unformed legal road which runs east-west and to the south of his property. At the same time it was noted multiple encroachments onto the unformed road have taken place. An aerial photograph showing the portion of road is annexed as Appendix 1.

Following the Council approval given on 7 February 2023 (Report A4251850), public consultation has taken place and submissions were received from the following:

1. A Brunt – supports the road stopping process and submits an interest in purchasing a portion of the land.
2. Herenga a Nuku – recommends barriers (ie fences/gates) to public access along the unformed legal road be removed.

No submissions have been received in objection to the road stopping.

Issues and Options

Analysis

Following public consultation with no submissions received in objection, the next step in the process is to discuss with the adjacent land owners their interest in purchasing the land as prescribed by the Tenth Schedule of the Local Government Act 1974.

It is noted that three of the adjacent land owners have encroachments into the current unformed legal road and transfer of the land to those land owners is an effective way of dealing with the encroachments.

Part of the negotiation process relating to transfer of the land will be in relation to purchase value and costs incurred by Council such as survey and legal fees to enable the transaction to be completed.

Staff propose to engage the services of a Registered Valuer to undertake an assessment of the land and a per m² rate would be applied to each parcel of land.

Following agreement with the land owners, Council will arrange survey of the portion(s) of unformed legal road and submit the draft survey plan to the Minister of Lands for consent prior to finalising the process to stop the road and disposal.

Significance

This is a minor issue and it is not anticipated the road stopping process would trigger Council's Significance Policy.

Options

The options available are:

Option	Advantages	Disadvantages
<p>Council negotiates disposal of the land to adjacent owners at a rate to be agreed and costs met by the purchasing owners.</p> <p>Survey plans are completed and submitted to the Minister of Land for consent prior to final road stopping actions.</p> <p><i>Preferred Option</i></p>	<p>Deals with encroachments onto the unformed legal road in an effective manner.</p> <p>Meets legislative requirements of the Local Government Act 1974 to offer the land to adjacent land owner.</p> <p>All costs associated with the road stopping process and capital gain on sale of land is received.</p>	<p>Does not allow the property market to be tested unless negotiations with adjacent land owner fails.</p>
<p>Council ceases the process to stop the road and retains it as unformed legal road.</p>	<p>The unformed legal road would be retained for this purpose forming a loop road with two entrances/exits onto Bluff Highway.</p>	<p>Multiple encroachments from adjoining land owners have not been addressed and alternative ways to remove these encroachments will be required.</p> <p>Council would remain with a piece of unformed legal road which it is required to maintain.</p>

Community Views

Public notification (in the form attached as Appendix 2) was published in the Southland Times on Saturday 3 June and Saturday 17 June 2023. Herenga ā Nuku (New Zealand Walking Access Commission) was also notified of the proposal.

No objection to the proposal has been received.

Implications and Risks

Strategic Consistency

The disposal of this land is in line with Council's strategic outcomes, enabling Invercargill's economy to grow and diversify; and the continued use of this property meets any requirements of the District Plan.

Financial Implications

All costs related to the road stopping process will be met by the adjacent land owners and will be considered a cost of purchase under each transaction.

Net proceeds of sale will be available for development of Council's existing lands as per the Local Government Act 2022.

Legal Implications

The unformed legal road is zoned Rural in terms of Council's District Plan and in accordance with the Tenth Schedule of the Local Government Act 1974, a copy of the survey plan will be forwarded to the Minister of Lands to seek consent prior to Council providing final resolution to stop the road.

Climate Change

Climate Change will have no direct impact as a result of the road stopping action.

Risk

The portion of unformed legal road is not required as road any time in the future as public access is still maintained by the portion of unformed legal road remaining.

The disposal to adjacent owners aligns with the Local Government Act 1974 and is considered as the low risk option.

Next Steps

If the recommendations are approved then the services of a Registered Valuer will be engaged to determine a rate for disposal of land which will enable negotiation with adjacent land owners and development of a survey plan. Once the survey plan has been drafted, consent of the Minister of Lands will be sought.

Following the negotiation and consent received, standard sale and purchase agreement would be prepared, signed by the Chief Executive and offered to the applicant. Following acceptance then the process of disposal would be completed via a gazettal process to stop the road and amalgamate with adjacent land titles.

Staff will carry out the actions as directed by Council

Attachments

1. Appendix 1 – Aerial photograph of the land (A4829241).
2. Appendix 2 – Public notice (A4829239).



Proposed Road Stopping Notice

The Invercargill City Council hereby gives notice that it has resolved to commence action to stop a portion of an unformed road on Green Point Road measuring approximately 2.02ha.

Background

The subject land is a portion of unformed road on Green Point Road measuring approximately 2.02ha. It is not formed and utilised as part of the road or footpath.

The subject area of road is not considered to be essential in terms of traffic safety, or pedestrian or utility access, and the land is not required for any other public purpose under Council's administration.

Therefore Council proposes to implement action to stop the road in order to facilitate disposal of the land to the adjoining landowners.

This notice is given pursuant to the provisions of Section 342 and the Tenth Schedule of the Local Government Act 1974. Any person wishing to object to the proposal should lodge their objection in writing before 4pm on the 30 June 2023.

Copies of this notice and aerial images may be viewed at the office of the Invercargill City Council, 101 Esk Street Invercargill.

All objections should be addressed in writing to:

The Chief Executive Officer
Invercargill City Council
Private Bag 90104
Invercargill 9840



DRAFT GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT 2024 CONSULTATION

To: Infrastructure Committee

Meeting Date: Tuesday 5 September 2023

From: Lesley McCoy

Approved: Erin Moogan - Group Manager - Infrastructure

Approved Date: Thursday 31 August 2023

Open Agenda: Yes

Public Excluded Agenda: No

Purpose and Summary

Te Manatū Waka Ministry of Transport has released the draft Government Policy Statement on Land Transport (GPS) 2024 for consultation.

The GPS is the Government's strategy for investing in the land transport system. It outlines what the Government wants to achieve in land transport, and how it expects funding to be allocated from the National Land Transport Fund across different types of activities (for example road maintenance, public transport, walking and cycling).

Each GPS sets out the priorities for the following 10 year period and is reviewed and updated every 3 years.

Recommendations

That Council submit their feedback to the Government Policy Statement on Land Transport 2024.

Background

Te Manatū Waka Ministry of Transport is currently seeking feedback on the draft Government Policy Statement on Land Transport (GPS) 2024.

Draft GPS 2024 builds on the strategic priorities of GPS 2021, including supporting improved transport choices, improving safety, improving freight connections and reducing the impact of transport on our environment. It proposes a strengthened focus on maintaining assets and services and enhancing resilience, recognising recent flood and weather-related recovery efforts.

It also sets out a series of projects the Government has identified as strategically important to New Zealand's transport system in the coming decades.

Following consultation, the Ministry of Transport will use the feedback to provide advice to the Minister of Transport on the final GPS 2024. The final GPS comes into effect on 1 July 2024.

The following questions have been provided for feedback on draft GPS 2024:

1. Do you agree with the strategic priorities and direction that are outlined in the GPS 2024?
2. Do you have any comments on the Strategic Investment Programme?
3. Do you agree with the funding increases associated with the GPS 2024?
4. Do you have any comments on how funding has been allocated across the various Activity Classes in GPS 2024?
5. Do you agree with the Ministerial expectations as outlined in GPS 2024?
6. Any other comments?

Consultation will close on 15 September 2023.

Issues

The GPS sets the focus on strategic priorities for the national funding pool, if the problems and issues in our transport system do not align with Government priorities it could affect future funding allocations through Waka Kotahi to Council.

Next Steps

Officers will prepare proposed feedback to be tabled at the meeting.

Officers will review the GPS and ensure our Rooding and Public Transport Asset and Activity Plans strategically align to the GPS.

Attachments

1. Appendix 1 – Draft GPS on Land Transport 2024 – At a glance (A4830351).
2. Appendix 2 – Draft GPS on Land Transport 2024 (A4830352).
3. Appendix 3 – Draft GPS on Land Transport Strategic Investment Programme – Further Information (A4830353).
4. Appendix 4 – Draft GPS on Land Transport 2024 Frequently Asked Questions (A4830354).

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

A4830351

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 current and future needs.



Increasing resilience

The transport system is 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 transport systems
Well-planned and operated transport systems that provide multi-modal connections to support productivity and economic activity.
Sustainable urban and regional development
Communities 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 expectation



Investment on GPS 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)

Key projects in the National Land Transport Programme

Key projects include:

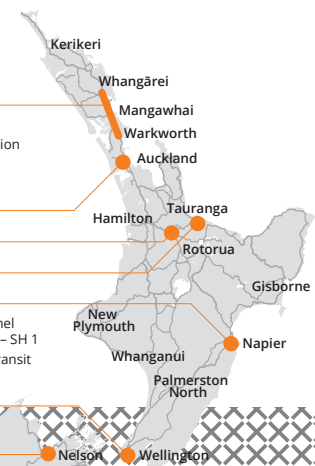
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Wellington CBD – Second Mount Victoria tunnel and upgrades to Basin Reserve/Arras Tunnel – SH 1
Wellington CBD to Island Bay – Mass Rapid Transit
Wellington Metropolitan Level Crossing Upgrade and Removal Programme

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

Christchurch (Northern Link) – SH 1
Ashburton Bridge – SH 1

Queenstown
Dunedin
Invercargill



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
Continuing programmes											
Public transport services	Upper	850	930	1,020	1,080	1,170	1,270	1,340	1,440	1,550	1,670
	Lower	580	640	700	750	800	870	920	990	1,070	1,150
State highway maintenance	Upper	1,360	1,500	1,600	1,700	1,920	1,960	1,990	2,030	2,060	2,100
	Lower	850	1,020	1,100	1,150	1,250	1,280	1,300	1,330	1,360	1,380
Local road maintenance	Upper	1,160	1,280	1,350	1,440	1,470		1,490	1,520	1,540	1,570
	Lower	720	790	840	880	980		1,000	1,020	1,040	1,060
Investment management	Upper	95	90	90	90	95		100	100	105	110
	Lower	70	70	70	70	75		80	80	85	90
Safety	Upper	610	620	570	570	570		580	580	580	580
	Lower	400	400	400	400	400		400	400	400	400
Improve											
State highway improvements	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
Local road 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
Safety	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	600	610	620	630	630	630	640	640	640	650
	Lower	500	510	520	530	530	530	540	540	540	550
Coastal Shipping	Upper	330	330	340	310	320	320	330	330	340	340
	Lower	160	170	170	180	180	190	190	200	200	210
Inter-regional Public Transport	Upper	20	20	20	20	20	20	20	20	20	20
	Lower	15	15	15	15	15	15	15	15	15	15
	Upper	50	50	50	–	–	–	–	–	–	–
	Lower	20	20	20	–	–	–	–	–	–	–



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

August 2023

Not Government policy



Te Kāwanatanga o Aotearoa
New Zealand Government

DRAFT

He kupu nā te Minita | Ministerial foreword

New Zealand's land transport system is among our greatest physical assets. The roading network underpins our economy and provides lifelines for communities and businesses across the country.

The draft GPS 2024 sets out the Government's transport priorities and guides investments of over \$6 billion from the National Land Transport Fund, and around \$1.5 billion from local government, each year.

This is a record increase in investment in our transport network. It includes a significant boost in road maintenance to support recovery and strengthening the resilience of the transport system.

We recognise cost pressures on the National Land Transport Fund and the need to increase revenue for maintenance of roads. That is why this draft GPS 2024 proposes to increase revenue by 10 per cent over 2024 – 2026 compared to the previous cycle of 2021 – 2023.

This will enable expenditure to increase from \$15.5 billion to \$20.8 billion, enabling us to better maintain our roads and services.

The North Island weather events have created a level of urgency for this task. Budget 2024 allocates \$6 billion to the initial phase of a Resilient Roads programme, focused initially on rebuilding from the 2023 weather events, then on closing the infrastructure gap that has built up in this country over the last decade.

To date, we have invested about \$1.3 billion towards reinstating transport networks affected by the 2023 North Island weather events, with a further \$4.7 billion allocated over seven years towards transport recovery.

We are also investing heavily in mass rapid transit, public rail, and walking and cycling pathways to give people more options in the way they move around, while also driving down emissions. The draft GPS 2024 includes a Strategic Investment Programme, which provides a view of some of the most significant sections of the transport network that require intervention and is expected to guide Waka Kotahi's consideration of projects. Signalling the importance of these projects alongside our commitments to road maintenance and public transport services will ensure that we deliver transformative changes to our transport system, without compromising its core functions.

MINISTERIAL FOREWORD

The draft GPS 2024 proposes significantly more transport expenditure than ever before. However, the land transport funding system is facing significant pressure due to rising demands and costs. The Government has not increased fuel taxes and road user charges since September 2020. Without more funding, we will not be able to restore cyclone-damaged roads and maintain and improve our roading network to the standards that New Zealanders reasonably expect. We must ensure the network is fit for future generations of New Zealanders and able to withstand the damage from the extreme weather events.

We're proposing a two cent per litre increase in petrol taxes and equivalent increases in road user charges for the first six months, then a two cent increase the following year, then four cents a litre more in petrol for the following two years. This will generate around \$1 billion to be fully dedicated to the road network. This is consistent with the norm of semi regular increases up to 2020. To keep the increase as small as possible we are also proposing to top up the road and financial contributions over the next five years.

I invite you to provide feedback on the priorities and proposals in the draft GPS 2024 and to share your views about the future of the transport system.

David Parker
David Parker
Minister of Transport



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Section 1. Overview of GPS 2024

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OVERVIEW OF GPS 2024

The Government Policy Statement on land transport 2024/25-2033/34 (GPS 2024) outlines the Crown’s land transport investment strategy over the next ten years, the funding available, and where funding should be directed to deliver on this strategy.

GPS 2024 expresses the Crown’s land transport investment strategy and consists of the following:

- 01 Government Policy Statement
- 02 Roles and responsibilities
- 03 Strategic investment
- Investment in land transport
- Government of Māori expectations

GPS 2024 provides direction and guidance to those who are planning, assessing and making decisions about land transport investment. The roles and responsibilities of the Crown in this system are outlined in section 2.

Roles and responsibilities

This section describes the role of the GPS in land transport investment and the responsibilities of the different players in the system.

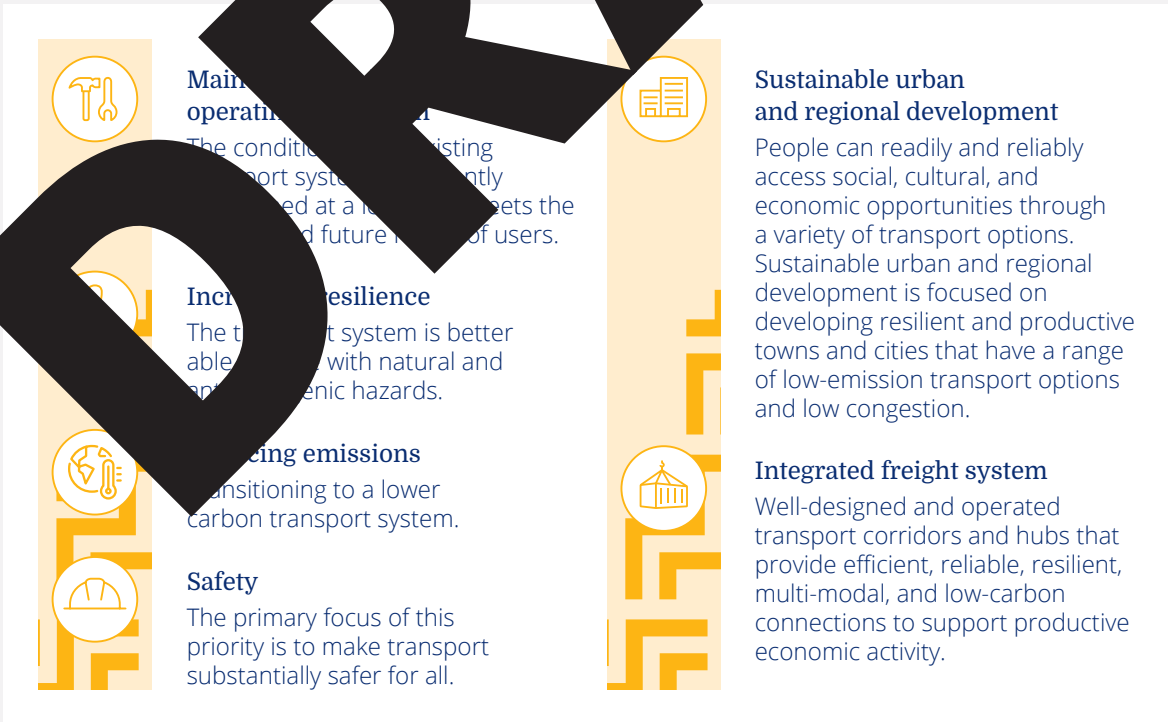
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Section 3:
Strategic priorities

The six strategic priorities for GPS 2024 are outlined below. These strategic priorities reflect the need to rebuild after recent weather events and strengthen the resilience of the entire transport system. These priorities must be supported by firm foundations, which is why GPS 2024 includes as a priority maintaining operating our existing transport system, including our roads and public transport services.

The strategic priorities are national transport objectives under section 68(3) of the Land Transport Management Act 2003 (the LTMA). Together, these priorities support environmental sustainability and security, economic prosperity, and a healthy and safe people. These strategic priorities underpin the work of all government transport agencies. The priorities include investment decisions by Waka Kotahi and the Transport Agency (the Transport Agency) and its commercial partners, including local authorities.

Figure 1: Strategic priorities GPS 2024



OVERVIEW OF GPS 2024**Section 4:**
Investment in land transport

The Government directs funding to activities that help deliver on these priority areas through multiple funding sources. Different funding sources will focus on contributing to different strategic priorities and programmes. For example, the Government has developed specific funds for emissions reduction and climate adaptation projects. In contrast, the priority for available funding from the National Land Transport Fund (NLTF) is to ensure the ongoing operation and maintenance of the system.

The NLTF receives revenue of over \$5 billion each year. Waka Kotahi determines specific activities funded from the NLTF in the direction provided by the Government. A key goal of GPS 2024 is maximising the value that can be realised in the short-term with a view to optimising investment to achieve long-term objectives. Over the next decade, a significant portion of the Government's commitment to maintaining and operating the transport system will continue to be focused on maintaining the rail network and local roads, and road policing. The Government also has debt repayment obligations. **page 41**

The Government is strongly supporting the NLTF with Crown investment. Over the next three years (2024/25 to 2026/27), there is forecast to be \$7.6 billion of Crown investment in addition to the \$20.8 billion in forecast NLTF revenue. Crown investment includes programmes targeting emissions reduction and climate adaptation, funded from the Climate Emergency Response

Fund (CERF). Additional Crown funding supports other programmes including the rebuild from the island weather event, the National Resilience Plan, the New Zealand Upgrade Programme (NZUP), the City Rail Link (CRL), Auckland Transport (AT) and the Rail Network Investment Programme (RNIP).

The Government will make further announcements about funding for the Gabrielle recovery and other strategic priorities, in the coming months and future Budgets.

Material expectations

Section 5 of GPS 2024 includes several specific material expectations from the Minister of Transport (the Minister) to Waka Kotahi setting out how the Minister expects Waka Kotahi to give effect to the GPS. In summary, the Minister expects Waka Kotahi to deliver on the results and outcomes sought in GPS 2024 in a manner that:

- delivers value for money
- makes most efficient use of the NLTF to deliver on outcomes aligned with the strategic priorities
- carefully considers the most effective ways to “build back better” so the transport system is optimised to support future expectations, including better resilience to adverse weather conditions. This is likely to include finding ways to make the most of the considerable maintenance and renewals work programme to improve, rather than just replace, the existing asset base.

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Section 2. Roles and responsibilities

DRAFT

ROLES AND RESPONSIBILITIES

Role of the GPS

The GPS outlines the Crown’s ten-year land transport investment strategy, the objectives and outcomes the Crown is seeking from the land transport system, and guides Waka Kotahi and local authority investment.

This longer-term strategic approach is necessary because transport investments often have long lead times, high costs and leave long legacies. The LTMA 2003 sets out the full scope and requirements for the GPS.

The GPS is focussed on managing the Government’s transport investment, including the NLTF and any additional Crown funding. Waka Kotahi allocates funding to local government investments in accordance with the GPS. Projects delivered through Crown appropriation will generally align with GPS priorities, but may also contribute to other outcomes.

The GPS sets out the expected average NLTF funding to contribute to the outcomes, and how the Government wants NLTF funding to be allocated across different types of activities (for example, roads, public transport, active transport, etc.). It also describes other contributions the Crown has allocated to progress its land transport investment strategy. Local government implements the NLTF funding, while the Crown funds its own funding to help meet the cost of investments that benefit communities. This is discussed further in the GPS.

Investment commitments vary over time and do not necessarily align with the release of funding. Section 3 signals the types of investments likely to attract direct Crown funding in the future, while Section 4 outlines existing Crown funding commitments.

The land transport investment strategy and direction on allocation of NLTF funding guide local government and Waka Kotahi on the type of activities that should be included in Regional Land Transport Plans (RLTPs) and the National Land Transport Programme (NLTP).

Responsibilities

The Minister of Transport

The Minister of Transport (the Minister) must issue a GPS covering the Crown’s land transport investment strategy (among other things), that covers a period of six financial years. The Minister must review the Crown’s land transport investment strategy at least once every three financial years.

Except for rail investments and road policing, the Minister is not responsible for individual NLTI funding decisions.

The Minister must be satisfied that the GPS contributes to the purpose of the LTMA 2003. Before issuing a GPS, the Minister is required to have consulted Waka Kotahi, and regard to the views of Local Government New Zealand (LGNZ) and representative groups of road users and providers.

The Minister submits the GPS to the Crown funding considerations through the Budget process. Activities delivered through Crown appropriations generally align with GPS priorities but may also reflect wider government priorities.

Te Manatū Waka Ministry of Transport

Te Manatū Waka Ministry of Transport is responsible for strategy, policy, funding, and the regulation of New Zealand’s transport system. It advises the Minister on transport matters, including regulation and enforcement, to improve wellbeing and liveability described in the Transport Outcomes Framework.

The Ministry provides advice on the Crown’s longer-term investment strategy (for inclusion in the GPS beyond the next decade). It provides advice on the role that transport revenue sources and investments have in achieving the Government’s longer-term goals for reducing emissions, ensuring climate resilience, and reducing road deaths and serious injuries. The Ministry also provides annual advice on Crown funding decisions.

The Ministry works in partnership with Waka Kotahi to consider how expectations on Waka Kotahi may fit with future GPS’s and wider Government priorities.

As part of the wider government commitment to the Māori-Crown relationship, the Ministry has a responsibility to engage with Māori and consider Māori outcomes. The Ministry’s commitment to this is expressed in its Māori strategy Hei Arataki.

Te Manatū Waka is responsible for strategy, policy, funding, monitoring, and regulation of New Zealand’s transport system

ROLES AND RESPONSIBILITIES**Local government**

Local government works to promote the social, economic, environmental and cultural well-being of their communities.

Regional councils, territorial authorities and unitary councils lead long-term planning for their localities. This includes Long Term Plans, Regional Policy Statements, Regional Public Transport Plans, District Plans, Spatial Plans, and RLTPs.

RLTPs set out objectives, policies and priorities for transport networks and services in each region for at least ten years. RLTPs include activities that seek NLTF co-funding and must also include all regionally significant expenditure not funded from non-NLTF sources. This includes Crown funding contributions.

Local government collaborates with Waka Kotahi, Kāinga Ora and others to deliver projects that align with the Government's investment strategy in the GPS. As a largest co-funder of transport projects, local government has an important role in funding strategic, place-based and community programmes for transport. This is done closely with Waka Kotahi to make sure projects move smoothly from proposal to delivery. Critical to the GPS, this involves engaging with stakeholders and communities on land transport projects, considering transport strategies, consistent with legislative requirements.

An RLTP must be consistent with the purpose of the LTMA 2003, which seeks an effective, efficient and safe land transport system in the public interest. It is also required to be consistent with the GPS.

Local governments are partnering with Waka Kotahi and the Ministry to develop the new fleet Vehicle Kilometres Travelled (VKT) programme, with an initial focus on programmes for Tier 1 urban environments. Local government engages with local communities as part of its planning processes. Reflecting the LTMA 2003, local government also has a responsibility to engage and partner with the public and understand the needs of Waitangi Treaty partners, which they operate.

Waka Kotahi Transport Agency

Waka Kotahi works with a range of partners across the country and local government to plan, invest in, manage and operate the land transport system within the priorities and outcomes set in the GPS. It leads on the state highway programme, nationally delivered programmes (such as speed camera monitoring) and delivers other investments on behalf of the Crown, such as NZUP and several initiatives funded out of the CERF.

Waka Kotahi collaborates with local government and other agencies to develop integrated plans for transport and land use. It supports local government to develop capability and create quality RLTPs, which it draws from to create the NLTP and allocate the NLTF to give effect to the GPS. Waka Kotahi also supports the Ministry in advising Government on how Crown funding could supplement NLTF and local share contributions to better deliver on GPS 2024 priorities (or wider priorities specified by the Government).

1. Tier 1 urban environments include: Auckland (Auckland Council), Christchurch (Canterbury Regional Council, Christchurch City Council, Selwyn District Council and Waimakariri District Council), Wellington (Wellington Regional Council, Wellington City Council, Porirua City Council, Hutt City Council, Upper Hutt City Council, Kāpiti Coast District Council), Tauranga (Bay of Plenty Regional Council, Tauranga City Council and Western Bay of Plenty District Council), and Hamilton (Waikato Regional Council, Hamilton City Council, Waikato District Council and Waipa District Council).

ROLES AND RESPONSIBILITIES

In partnership with the Ministry, Waka Kotahi is developing a national VKT reduction plan that will guide VKT reduction programmes.

Additionally, Waka Kotahi is responsible for advising the Minister of Transport on KiwiRail's RNIP and the funding of rail activities within it, including providing advice on alignment with the LTMA 2003 and the New Zealand Rail Plan. Waka Kotahi has a role monitoring the delivery of the RNIP. It also provides recommendations on Police activities to be funded from the GPS.

In addition to the LTMA 2003 requirements for Māori engagement and in accordance with the principles of the Treaty of Waitangi, Waka Kotahi shares the Crown's commitment to a Māori-Crown partnership, which is central to its Māori Strategy: Te Ara Kōwhiri.

Waka Kotahi, as a Crown entity, is a participant in the Carbon Neutral Government initiative along with all government departments and departmental agencies. Waka Kotahi voluntarily reports its climate-related disclosures and demonstrates its commitment to a net-zero climate.

KiwiRail

KiwiRail owns and maintains the national rail network. Waka Kotahi is responsible for planning and maintaining the rail network for freight, tourism and community property services and the Interisland ferry service.

KiwiRail is responsible for developing and implementing the three-year Network Investment Plan (RNIP). Consistent with the GPS and the LTMA 2003, the RNIP also includes an indicative ten-year forecast of significant rail network activities and a ten-year forecast. The signals in the GPS and the investment signals in the New Zealand Rail Plan guide the development of the RNIP.

The RNIP is funded from the NLTF, through the rail network activity class and the public transport infrastructure activity class for metropolitan rail activities, supported by Crown funding.

Auckland Transport and Greater Wellington Regional Council fund and deliver metropolitan rail public transport services, with assistance from the NLTF. KiwiRail supports these activities, funded by the NLTF and access agreements with these parties, by maintaining, renewing, and improving the metropolitan rail networks.

ROLES AND RESPONSIBILITIES**Ministry of Housing and Urban Development and Kāinga Ora
Homes and Communities**

The Ministry of Housing and Urban Development (HUD) is responsible for strategy, policy, funding, monitoring and regulation of New Zealand's housing and urban development system. HUD administers and tracks progress on the Government Policy Statement on Housing and Urban Development (GPS-HUD) and the national Māori housing strategy (MAIHI Ka Ora) which sets the Government's long-term vision, direction, and priorities for housing and urban development.

Kāinga Ora is the Government's national housing landlord. It also has roles in urban development including delivery, partnership, and regulation.

The vision of the GPS-HUD is that everyone in Aotearoa New Zealand has a home that is within a community, that meets their needs and aspirations. The GPS-HUD also highlights that land transport that is good for people and the planet is a key part of transforming housing and urban development in New Zealand, including improving supply, choice, and affordability. At the same time, decisions that shape our urban areas play a major role in shaping our transport systems and choices.

Together, from 2022, the GPS-HUD provides strategic direction to help our towns and cities to regenerate, support growth and to invest in transport infrastructure and services needed to support this.

Ministry for the Environment

The Ministry for the Environment (MfE) is leading the reforms of New Zealand's resource management system. Reforms will replace the Resource Management Act 1991 with three Acts covering land and built environment; spatial planning; and climate change adaptation. Each of these focuses will be integrated with the development of the transport infrastructure and land-use planning to provide resilient liveable spaces and achieve environmental objectives.

MfE has led the development of the first Environmental Planning Plan (ERP) and the National Environmental Planning Plan (NAP). The ERP sets four transport priorities that are approximately equivalent to a 20% reduction in transport emissions by 2030 compared to 2019 levels. The transport actions in the ERP and the NAP inform the strategic priorities and results sought in GPS 2024.

The resource management reforms aim to better enable development, while protecting and restoring the environment, give proper recognition to the principles of Te Tiriti o Waitangi and to Te Ao Māori, better prepare New Zealand to adapt to climate change, and improve system efficiency and effectiveness. Under these reforms, the Resource Management Act 1991 will be replaced with three new pieces of legislation, two of which are currently before Parliament.² These reforms are expected to improve transport and land-use investment planning through Regional Spatial Strategies, which will see central government, local government and Māori working together with communities to identify how their region will grow, adapt, and change over the next thirty-plus years.

2. The Spatial Planning Bill and the Natural and Built Environment Bill are both before Parliament. A separate Bill is expected to be introduced to Parliament in 2023 covering climate adaptation, following public consultation on the early policy ideas for the Climate Adaptation Act in mid-2022.

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Section 3. Strategic priorities

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STRATEGIC PRIORITIES

This section sets out the strategic priorities, or objectives, for the national land transport system over the next ten years and the expected contribution to longer term outcomes.

The strategic priorities are aspirational, long-term in nature and are expected to be advanced through investment from a variety of different sources.

This section also outlines a strategic investment programme that aligns with the strategic priorities, and is expected to set the focus for any new investment.

The strategic priorities are part of a strategic investment programme that the Government aims to achieve through the Crown aims to achieve through the NLTF, and national land transport objectives and policies. Section 68(3) of the TMA 2003 in relation to investment in other infrastructure.

This section also outlines how decision-makers should consider the needs of different users when making investments contributing to the strategic priorities. New programmes will be measured against the strategic priorities.



Strategic context

The land transport system needs to improve wellbeing and liveability

Transport is about people. It determines how people get to work and school, influences how they connect with their whānau and communities, and determines when they have the materials, equipment, and services they need. Transport enables and shapes broader social, economic and environmental outcomes. New Zealand's transport system should support everyone to get where they need to go, access the things they need, spend time with the people they care about, and take part in the activities that are meaningful to them.

Transport is also a critical enabler of housing supply. Effective integrated land use and transport planning and investment can ensure that places where people live are accessible and connected to employment, education, social and cultural opportunities.

The Transport Outcomes Framework (Figure 2) describes how a transport system is intended to support and improve intergenerational wellbeing and liveability across five outcome areas. Interventions that deliver benefits across multiple strategic objectives (rather than simply trade-offs between objectives) will deliver a range of positive outcomes to New Zealand.

Figure 2: Transport Outcomes Framework

Inclusive access

Enabling all people to participate in society through access to transport services, economic opportunities, and health and wellbeing.

Economic prosperity

Supporting economic growth via local, regional and international connectivity with efficient movements of people and products.

Healthy and safe people

Protecting people from transport-related injuries and harmful pollution, and making active travel an attractive option.

Environmental sustainability

Transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality, and air quality.

Resilience and security

Minimising and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events.

A transport system that improves wellbeing and liveability

STRATEGIC PRIORITIES

How transport investment contributes to the Government’s response to climate change

Our investment approach will support a move towards a low-carbon, sustainable transport system, while also improving our resilience to climate change by protecting against physical risks and making better decisions in the face of uncertainty.

In 2022 the Government introduced the ERP and the NAP to support a whole of government response to climate change. The ways in which the GPS 2024 will guide investment in the land transport system and contribute to the ERP and NAP are outlined below.

The Emissions Reduction Plan sets the context for reducing transport emissions

Reducing transport emissions is critical for reaching New Zealand’s net zero emissions target by 2050. Transport was responsible for 39 per cent of emissions and 10 per cent of New Zealand’s total emissions, with most of these emissions coming from light vehicles (e.g., cars and trucks) and internal combustion engines.

To deliver the ERP, we need to reduce transport emissions by 40 per cent (from 2019 levels) by 2035 and reach net zero emissions by 2050.

GPS 2024 will help deliver on the ERP by guiding transport investments

The GPS 2024 will support investment that supports the ERP. Crown funding may support all four of the transport targets in the ERP, whereas the NLTF primarily supports Target 1 to reduce VKT by 20 per cent.

For example, the NLTF will support changes and improvements that make it easier and more attractive for people to travel by public transport, walking and cycling. To a lesser extent, the NLTF will support Target 3 to reduce freight emissions through investing in rail and coastal shipping. Target 2 and Target 4 are less likely to be substantively supported by NLTF investment and will require other interventions and funding sources.

The Government is pursuing these targets through broader interventions, including regulatory interventions that are beyond the investment focus of this GPS. For example, the Government has introduced initiatives to accelerate the uptake of cleaner vehicles. Many of these actions are outlined in the transport chapter of the ERP.

The ERP sets out transport targets to be met by 2035 to enable us to meet these commitments:

T1. Reduce total vehicle kilometres travelled (VKT) by the light fleet by 20 percent (relative to projected growth) through improved urban form and providing better travel options, particularly in our largest cities

T2. Increase zero-emissions vehicles to 30 percent of the light vehicle fleet

T3. Reduce emissions from freight transport by 35 percent

T4. Reduce the emissions intensity of transport fuel by 10 percent.

The National Adaptation Plan outlines how we adapt to climate change to improve resilience and security

Climate adaptation considers our resilience to extreme weather events, and our ability to respond effectively to incremental change, such as rising sea levels. The first NAP contains strategies, policies and actions that will help New Zealanders adapt to the changing climate, reducing the potential harm of climate change, as well as seizing opportunities that arise. The NAP recognises the importance of an integrated approach to management across multiple sectors. The recent extreme weather has highlighted the interdependencies and risks of co-locating multiple forms of infrastructure, including power, water, and telecommunication.

There are a range of cross-sectoral issues in the NAP, including Waka Kotahi's role in implementing a national approach to resilience for land transport and integrating adaptation into its infrastructure decision-making. A Kotahi published consultation paper on māngi in December 2022.

GPS 2024 guides investment that aligns with the NAP. As with the Crown funding, the ILTF are both expected to support the NAP to improve the resilience of our transport infrastructure.

The Government has committed an initial \$6 billion to the National Resilience Plan to support significant medium and long-term infrastructure investments which focus on the resilience of New Zealand's critical infrastructure, including transport, water, and energy. Given recent weather events, the plan will first focus on projects that support building back better.

The recent extreme weather has highlighted the interdependencies and risks of co-locating multiple forms of infrastructure

STRATEGIC PRIORITIES

Strategic priorities for GPS 2024

Six strategic priorities set direction for the system.

These are:

- Maintaining and operating the system
- Increasing resilience
- Reducing emissions
- Safety
- Sustainable urban and regional development
- Integrated freight system.

These priorities overlap and complement one another. For example, investments in the rail system and port infrastructure will lead to stronger inter-regional connections contributing to sustainable regional development. Making freight movements safer and more efficient. Investment to enable greater mode shift in freight movements will enhance resilience and reduce emissions.



Strategic priority: Maintaining and operating the system

Primary

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

Transport outcomes

Resilient and safe people – the level of safety across the network is maintained and opportunities are taken through maintenance activities to improve the safety, and health outcomes, of the network.

Economic prosperity – efficiency gains are realised from better utilising existing infrastructure, and key routes are maintained to ensure reliable and efficient movement of people and freight.

- **Inclusive access** – the level of service across the network ensures equitable access across all modes, opportunities are taken through maintenance activities to reallocate road space for bus lanes or active transport modes.
- **Resilience and security** – maintenance activities provide a resilient network that is able to adapt to changes over time and incorporate new technologies.
- **Environmental sustainability** – using lower carbon materials, reducing waste, supporting a circular economy, and making use of nature-based solutions to improve resilience to climate change.

How we will deliver these outcomes

New Zealand’s existing land transport system is one of our most important and valuable assets. It requires ongoing care to keep at a standard that meets the needs of New Zealanders.

Deferred investment in maintenance can result in the deterioration of assets that can be costly and disruptive to fix. Efficient and effective maintenance and operation of transport networks are crucial investments.

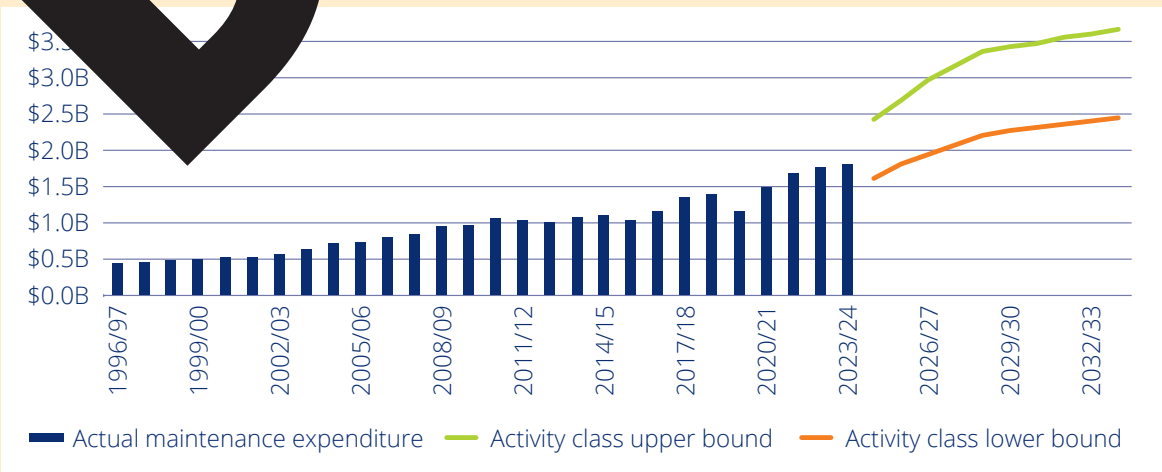
Maintaining and operating the land transport system is a core enabler for the delivery of all other strategic priorities and outcomes. Extreme weather events caused by climate change are taking a greater toll on the condition of the network, increasing the size of the maintenance backlog. Other threats to resilience and safety also need to be considered, including increased activity and physical risks.

Figure 3 shows that, after being relatively flat from 2008/09 to 2023/24, funding for maintenance has increased in recent years. We have received

a further substantial increase in transport expenditure, but the previous period of low expenditure, combined with pressures on the road network, means we will need to ensure we are investing in the places that need it most to make the most of the available funding.

The Government expects there will be a focus on achieving more for money through maintenance and operations programmes. These programmes need to be based on the needs and conditions within the wider network – rather than just replacing “like-for-like”. This may, for example, include creating additional space for active transport. This requires asset management plans that are forward-looking and long-term, so that they can anticipate necessary long-term changes and integrate those changes into maintenance schedules. This should also involve using a maintenance need as a trigger to reshape the network to meet current and future needs, including adjusting the required levels of service to be consistent with the One Network Framework.

Figure 3: Previous and Forecast NLTF Share of Road Maintenance Expenditure



STRATEGIC PRIORITIES



Strategic priority:
Increasing resilience

Primary objective

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

Contribution to transport outcomes

- **Healthy and safe people** – improvements to roads, public transport and walking and cycling networks will reduce deaths and injuries, and support more physically active lifestyles.
- **Resilience and security** – improved and adapting to natural hazards and the effects of climate change will enhance collective resilience and security.
- **Economic prosperity** – the transport network will be less susceptible to disruption, reducing barriers to growth in education, employment and economic opportunities.

How we will deliver these outcomes

New Zealand experiences a wide range of hazards, including earthquakes and volcanoes, extreme weather events, erosion, and landslides. Climate change is increasing the severity and frequency of some of these hazards, including flooding, and giving rise to increasing hazards associated with rising sea levels. This is putting increasing pressure on the sector's capacity and ability to respond to climate-related events. The impacts are often particularly acute in rural areas due to limited alternate routes and the reliance on a few key access markets and services.

These strategic priorities work together to improve resilience. For example, maintenance and renewal programmes will recognise the impacts of climate change with appropriate drainage upgrades and mitigation measures put in place to manage risks. A freight system that better integrates roads, rail and our port infrastructure will improve resilience when land transport disruptions occur.

While it is important to respond to events when they occur, urgent work is also required to proactively reduce the impacts of climate change over time. This includes, for example, considering managed retreat and the retirement of 'at risk' assets, reducing known hazards, and taking measures to reduce future risk, such as nature-based solutions to absorb rainfall.

Aspects of resilience are covered by different strategies including the National Disaster Resilience Strategy, the National Adaptation Plan, the Waka Kotahi 2018 Resilience Framework, Future Development Strategies (and joint spatial plans), the RNIP and the Waka Kotahi Climate Adaptation Plan (Tiro Rangi).

Increasing resilience to the current and future impacts of climate change will be delivered through:

- building capability at central and local government to assess, plan and deliver the necessary investments and services needed for a transport network that is both resilient and contributes to other outcomes
- building a dynamic understanding of the transport system's overall exposure to risk and the interdependencies with other systems (especially lifeline utilities)
- reducing exposure to known hazards and proactively reducing future risk through strategic investment (e.g., by building in locations that are informed by hazard mapping and using climate change analysis)
- ensuring all new infrastructure is resilient to a changing climate
- strengthening resilience to long-term climate impacts and other hazards through strategic decisions to maintain, upgrade or replace existing infrastructure
- embedding increased sustainability (e.g., to suit the needs of future generations) into the planning and delivery of infrastructure (e.g., through the Waka Kotahi Adaptation Plan)



Contributing to transport outcomes

- **Environmental sustainability** – land transport investment will contribute to reducing greenhouse gas emissions. This will improve outcomes for the natural and built environment.
- **Healthy and safe people** – people will be less exposed to harmful levels of land transport-related pollution. Improvements to roads, public transport and walking and cycling networks will reduce deaths and injuries and support more physically active travel.
- **Economic prosperity** – transport networks will provide affordable, accessible and low-emissions choices for New Zealanders to participate in educational, employment and economic opportunities, and move freight.

STRATEGIC PRIORITIES**How we will deliver these outcomes**

The Government's overall transport investment programme will need to reduce emissions. This will involve NLTF and direct Crown investment. The GPS expects that:

- Waka Kotahi will satisfy itself that each three-year NLTP contains a programme of activities that:
 - makes an appropriate contribution to the 2035 transport emissions reduction target within the available NLTF funding, the NLTP's scope of influence, the expectations set out in **Section 4** of this GPS, and other interventions to reduce emissions including land transport investment outside of the NLTP;
 - meets the expectations set out in **Section 5** of this GPS, and
 - takes into account interventions that impact on greenhouse gas emissions (including land transport investment outside of the NLTP).

This will involve using interventions that can deliver emissions reduction and benefit across a range of strategic priorities and outcomes.

VKT reduction programmes will be developed and delivered in urban areas to meet VKT reduction targets. Waka Kotahi, councils, iwi, businesses, communities and other entities are expected to develop urban VKT reduction programmes that identify investments and other measures that make it easier and more attractive for people to move using public transport or active modes. Investments that reduce VKT are expected to be included in RLTPs to inform investments made under the NLTP and future Crown funding decisions.

For the avoidance of doubt, the GPS does not expect that individual investments within the NLTP must reduce emissions. For example, we expect the NLTP to include safety improvements such as median barriers, that will not reduce emissions on their own. Other safety improvements such as traffic calming and speed management may be effective ways of delivering safety improvements while also reducing emissions. The right intervention will depend on circumstances.

Priorities for emissions reduction will look different depending on circumstances. For example, we expect the NLTP to prioritise activities that improve the reach, frequency and quality of public transport. But we know that shifting travel from private cars to public transport will often be easier to achieve and result in larger emissions reductions in urban areas. Improving walking and cycling facilities, and low/zero-emissions vehicles are likely to play a greater role in mitigating climate change in some regions. Increasing adoption of low/zero emissions vehicles is supported by non-NLTF funding levers such as the Clean Car Discount.



Strategic priority: Safety

Primary objective

Transport is made substantially safer for all.

Contribution to transport outcomes

- **Healthy and safe people** – safer roads, streets, footpaths, cycleways and public transport facilities will enable more New Zealanders to travel by public transport and active modes, which can help improve health and reduce deaths and serious injuries.
- **Economic prosperity** – well-designed and safe travel networks support economic activity as a result of more reliable and better public health outcomes and more reliable travel times.
- **Inclusion** – a larger number of New Zealanders will have access to transport services and the options to travel to the places they need to go.
- **Resilience and security** – increasing the range of options people have to travel and reducing the impact of natural and man-made hazards.
- **Environmental sustainability** – safe roads, streets, footpaths, cycleways and public transport facilities will enable more people to travel by public transport and active modes, which will help reduce emissions and manage demand on the transport system.

How we will deliver these outcomes

The Government has committed to a target of reducing deaths and serious injuries on our roads by 40 per cent by 2030. This will be delivered through:

- Infrastructure investment and speed management
- Vehicle safety
- Road-related road user choices
- Systemic management.

GPS 2024 will contribute to several of these outcomes by further embedding our road safety principles into infrastructure planning, design, operations, maintenance, and investment decision-making. Safety expenditure will include investment in safe infrastructure (including for public transport and active modes), speed management, road policing, safety cameras and promoting safe behaviour.

✦ **GPS 2024 will further embed our road safety principles into infrastructure planning, design, operations, maintenance and investment decision-making**

STRATEGIC PRIORITIES



Strategic priority: Sustainable urban and regional development

Primary objective

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.

Contribution to the Government's outcomes

- **Economic prosperity** – effective transport networks, underpinned by reliable and frequent transport services, will help to improve road efficiency, enable efficient travel for people and businesses, and support housing growth.
- **Health and safe people** – more active travel will support physical and mental health. Safe walking and cycling infrastructure and more travel by public transport will reduce deaths and serious injuries and reduce illness caused by air pollution.
- **Inclusive access** – a larger number of New Zealanders will have access to public transport services and safe options for active modes to travel to the places they need to go.
- **Environmental sustainability** – reduced private vehicle travel and more travel by low-emission modes, such as active modes and public transport will reduce greenhouse gases and pollutants. Improving resilience such as better integrating nature-based

solutions can support broader environmental and biodiversity outcomes.

- **Resilience and security** – improving transport networks and integrating planning across disciplines will reduce the risk of disruption to communities and reduce the harm caused by emergency events.

How we will deliver these outcomes

Sustainable urban and regional development involves improving the quality of life in our urban and regional centres. By improving choice and affordability, community connectivity and environmental outcomes, we will see more efficient land use and resource use. This GPS supports the achievement of well-functioning urban environments as specified in the National Policy Statement on Urban Development 2020.

Transport is a key enabler of housing supply, choice and affordability. Urban planning and transport planning/investment will be closely co-ordinated, via current and future Urban Growth Partnerships, to support increased housing supply, and higher density development along well-connected transport corridors and in town centres. It will also give people more choices about where they live and work, and how they travel, by improving access to a range of transport modes and making it easier to access places using public transport and active modes. Traffic and congestion can be better managed by implementing policies and programmes that reduce the need for users to travel long distances and enable others to use dedicated active travel routes and frequent public transport services.

New Zealand's economy is also built on our regions. Ensuring our regional communities have the infrastructure and services they need to thrive and grow, boosts regional economies, and creates jobs. The Government wants to make regional economies stronger and more resilient to improve

the economic prospects, wellbeing and living standards of all New Zealanders. Many of these initiatives, which are designed to better align land use plans with transport, will focus on the biggest urban centres. However, it is also important to consider smaller towns and cities, particularly housing availability, affordability, and equity issues.

This will be delivered by:

- implementation of changes via the resource management system, including those that enable significantly more housing in urban areas (via the National Policy Statement on Urban Development 2020 and implementing Medium Density Residential Standards) closer to economic, social and cultural opportunities connected to public transport and cycling routes
- Waka Kotahi, the Ministry of Housing and Urban Development, Kāi Tahu and other local government agencies partnering with iwi and hapū as they develop their

Strategies and Demand Reduction measures demand management tools, including better use of road pricing and parking management

- investing in networks for rapid transit, public transport, and freight, and maintaining the required level of service for all roads
- investing in urban rail as part of the implementation of the New Zealand Rail Plan
- supporting rail networks and route development actions to meet the emission reduction challenge
- investing in and maintaining existing public transport connections
- ensuring development is resilient to the present and future effects of climate change
- Waka Kotahi and Public Transport Authorities to adopt the Sustainable Public Transport Network and commit to decarbonising public transport by 2035.



STRATEGIC PRIORITIES



Strategic priority:
Integrated freight system

Primary objective

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

Contribution to transport outcomes

- **Healthy and safe people** – Efficient movement and shifting of freight from road to rail and shipping, where appropriate, will reduce road safety and improve air quality.
- **Resilience and security** – Transport connections, alternative and regional routes and integrated freight networks will boost the resilience of the transport system and help to cover freight shortages.
- **Environmental sustainability** – decarbonising transport by increasing the share of freight by low emissions transport modes (including rail and shipping) will reduce carbon emissions.
- **Economic growth** – Improving the resilience and efficiency of freight routes will help to reduce the cost of moving goods and services around New Zealand, easing pressure on people’s cost of living and supporting a more productive overall economy.

How we will deliver these outcomes

These outcomes require a long-term and coordinated approach to our national freight network. This will be achieved in part through:

- Finalising and implementing the New Zealand freight and supply chain strategy
 - Managing and reducing risk on important corridors to prevent disruptions cause the most economic and social damage
 - Improving the efficient movement of freight by meeting the needs of freight operators into consideration in transport design and urban planning through network optimisation and better vehicle regulation
 - Encouraging greater modal choice and efficiency through integrated networks – to enable freight to use the most carbon efficient mode of transport such as the rail network
 - Encouraging modal choice for moving freight by coastal shipping, by investing in infrastructure supporting services and relevant research.
- It is also important to boost the share of freight carried by lower emissions modes like rail and coastal shipping, 70 percent of freight travels under 100 km and is largely in urban settings. Therefore, the road freight sector will continue to carry the largest volume of freight in our supply chain. We will continue to work with the sector to build a resilient network, including through increased investment in maintenance. Consistent with the ERP, the Government will also work on policy options to accelerate the uptake of lower emissions road freight options.

The Government is committed to continuing to invest in rail through the RNIP to achieve the priorities set out in the New Zealand Rail Plan. This includes investing to restore rail freight and provide a platform for future investments for growth where they align with outcomes sought through the GPS.

The Ministry is leading the development of the New Zealand freight and supply chain strategy, which seeks to identify what is needed to optimise the system in the coming decades. The GPS will support this strategy.

Strategic Investment Programme

The Government has identified a number of strategic projects that it considers present an opportunity for transformational change, and to develop an integrated, sustainable, resilient, safe, and low-carbon land transport network.

The projects included in the strategic investment programme are listed below.

The authority to approve a Rail Network Investment Programme (RNIP) and funding for an RNIP will be given by the Minister of Transport. For the strategic projects, decision rights and funding will be shared solely with Waka Kotahi. Because of the strategic importance of these projects, the Minister expects their strategic importance will be given particular consideration during NLTP development, given their alignment and potential impact on the wider transport priorities identified in this document.

The Strategic Investment Programme has been used to categorise the Priority Class ranges on page 48, and the funding provided to the NLTF.

<ul style="list-style-type: none">• Warkworth to Whangārei State Highway 1, including:<ul style="list-style-type: none">– Te Hana to Brynders– Warkworth to Waiuku– Whangārei to Brynders• Auckland Northwest Regional Expressway• Auckland Harbour and four-lane tunnels• Auckland to Onehunga rail link• Auckland and Wellington Metropolitan Level Crossing Upgrade and Removal Programme• Cambridge State Highway 1• Tauranga to Tauriko State Highway 29	<ul style="list-style-type: none">• Bay of Plenty to Hastings State Highway 2• Wellington CBD to Airport State Highway 1 – Second Mount Victoria Tunnel and upgrades to Basin Reserve/Arras Tunnel• Wellington CBD to Island Bay Mass Rapid Transit• Nelson (Rocks Road) shared path State Highway 6• Nelson – Hope Bypass State Highway 6• Christchurch Northern Link State Highway 1• Ashburton Bridge State Highway 1
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STRATEGIC PRIORITIES

Government commitments

In addition to the Strategic Investment Programme, the Minister expects that, where appropriate, the development of the NLTP should be informed by the following:

- Road to Zero Safety Strategy
- New Zealand Rail Plan
- Auckland Transport Alignment Project (ATAP)
- Let’s Get Wellington Moving
- Emissions Reduction Plan (ERP)
- National Adaptation Plan
- Disability Inclusion
- International passenger transport

Many of these programmes are expected to be supported by the NLTP and Crown funding. The extent of NLTP funding is subject to the Minister’s decisions to approve activities and programmes (except for the New Zealand Rail Plan where the Minister approves funding priorities).

Some of these programmes also rely on “local contribution” which is important for the Government and Waka Kotahi to consider how the NLTP and local funding can be optimally used to meet the Government’s expectations. We expect the NLTP to take an integrated approach to support across funding sources and the NLTP can be leveraged to achieve the greatest benefits across multiple programmes and outcomes.

Waka Kotahi, working closely with approved organisations, is expected to report to the Minister on any investment and delivery progress towards these commitments.

Road to Zero Safety Strategy

‘Road to Zero’ is focused on making our roads safer, by providing a map for change, with a vision of a New Zealand where no one is killed or seriously injured on our roads. Road to Zero sets a target of a 40 percent reduction in deaths and serious injuries by 2030 (from 2018 levels). It charts a path to achieving this with a focus on infrastructure improvements and speed management; vehicle safety; work-related road safety; road user choices and system management.

Road to Zero activities will be delivered across state highway and local road improvement and safety activity classes.

New Zealand Rail Plan

The New Zealand Rail Plan outlines the Government’s vision and strategy for the rail network. The vision is for New Zealand’s rail network to provide modern transit systems for our largest cities, and increasing the volume of freight to be moved by rail and on the network. The investment needed to create a modern and resilient national rail network. This includes investment in the national rail freight network and our metropolitan rail networks.

The rail freight activity class was created to support investment in the national rail network to increase freight and provide a platform for future investments for growth in rail freight. The NLTF is one contributor to funding this alongside the Crown’s direct contribution. The public transport infrastructure activity class also delivers rail network investment within the Auckland and Wellington metropolitan networks.

The Government is committed to continuing to invest in rail through the RNIP to address the priorities set out in the New Zealand Rail Plan and outlined in GPS 2024. This includes investing in the rail network to promote rail freight and future investments where they align to the outcomes of the rail plan.

Auckland Transport (ATAP)

ATAP is a joint initiative between the Government and Auckland Council to develop a long-term integrated transport programme that addresses Auckland’s key challenges over the next 30 years and beyond. ATAP is funded by a range of sources, including the NLTF, Auckland Council’s local share and Crown funding for the Auckland Rail Link, NZUP and the Covid Response Recovery Fund (CRRF).

Auckland is currently developing the Auckland Integrated Transport Plan, which will present the short and long-term strategic priorities for Auckland across an integrated network. The Minister and the Mayor of Auckland have jointly commissioned this work to develop a set of shared transport outcomes for Auckland and expect key decisions to be finalised prior to 1 July 2024, when GPS 2024 takes effect. Any changes to ATAP will need to reflect the challenging funding environment, with the NLTF and local share under increasing pressure.

It is expected that ATAP will inform the Auckland RLTP and the Auckland component of the NLTP.

STRATEGIC PRIORITIES**Let's Get Wellington Moving (LGWM)**

LGWM is a joint initiative between Wellington City Council (WCC), Greater Wellington Regional Council (GWRC), and Waka Kotahi to make major investments over 20 years in mass rapid transit, walking and cycling, public transport, and state highway improvements to support urban development in Wellington City.

Emission Reduction Plan (ERP)

New Zealand's first ERP laid down the challenges we need to reduce our transport emissions by 41 percent by 2035 (from 2019 levels) and largely decarbonise transport by 2050. The ERP sets four transport targets, outlining:

To meet these targets, we need to focus on three things:

- Making it easier to get a better vehicle
- Helping people and businesses make the switch to a more efficient vehicle
- Encouraging more people to use public transport

National Adaptation Plan (NAP)

The NAP was published in August 2022. It contains government strategies, policies and actions that will help New Zealanders adapt to the changing effects of climate change.

Major actions set out in the NAP include:

- a platform to work with Māori on climate actions
- risk, resilience and adaptation information portals which will provide access to information, and a rolling programme of targeted guidance
- a programme of work to unlock investment in climate resilience.

Disability Action Plan

The Disability Action Plan 2019-2023 identifies outcomes and work programmes to advance implementation of the United Nations Convention on the Rights of Persons with Disabilities and the New Zealand Disability Strategy 2016-2026. The GPS 2024 relates directly to the Accessibility work programme.

Inter-regional public transport

The Government signals its intention to make improvements to the inter-regional passenger transport network through a dedicated activity class that will enable partnership with other parties including local government, KiwiRail, and the private sector, to begin developing new inter-regional public transport services, including rail. In addition, the Government is already investing in inter-regional rail passenger transport, through the Te Huia and Capital Connection services.

Meeting the land transport needs of different users

Users of the land transport system have a diverse range of needs, and it is critical that the system is accessible to all New Zealanders.

This includes, for example, disabled people, low-income earners, and people of different genders, and ethnicities. Transformational change to the transport system creates opportunities to address existing inequities. Care will be needed to avoid further entrenching disparities that already exist.

Māori

Decision-makers across the transport system have responsibilities³ to work in partnership with Māori to ensure that the system is consistent with the Government's commitments to te Tiriti o Waitangi. In the land transport system, this means:

- demonstrating Māori governance (kāwanatanga) by ensuring Māori interests are considered and addressed at all levels, including protecting tikanga and exercising kaitiakitanga with respect to physical, and spiritual resources, and ensuring equitable outcomes for all users of the transport system.

A key focus for GPS 2024 is on ensuring Māori interests for the transport system are better represented at the strategic level. This will require ensuring partnerships across the system – between the Ministry of Transport, Waka Kotahi, KiwiRail and local government, with relevant whānau, hapū and iwi, and national organisations.

3. The principal statutory obligations with respect to Māori are set out under section 4 of the Land Transport Management Act 2003.

STRATEGIC PRIORITIES

Supporting rural and regional communities

GPS 2024 recognises the diverse transport needs of communities across New Zealand. Transport is essential for ensuring connections between primary production and markets, as well as access to social opportunities such as health, education, and work.

Local funding pressures, exposure to natural hazards, and the increasing pressures of climate change are placing stress on our rural and regional communities to maintain these connections. It is critical that sufficient funding is available to maintain networks to the condition required to ensure they are sustainable, and accessible.

Through the NAP, we will support that new funding and asset management tools are developed to support councils to better manage their infrastructure. New investments to improve resilience will be reflected in our necessary plans and programmes in place. Short-term funding support will be used to work collaboratively with insights and tools to support decision-making.

Key priorities for rural and regional communities include resourcing, maintaining and operating the existing system, safety, and better freight and passenger services. Funding for activities that reduce emissions in these areas should be encouraged where it delivers value for money consistent with the GPS.

Supporting disabled people

'Inclusive and accessible' is one of the main outcomes sought in the Transport Outcomes Framework. Disabled people need access to transport services so that they can access key locations such as workplaces, shops, and community spaces. Transport providers are required to make "reasonable accommodation" so that disabled people have equitable access to the services these providers provide. Investment decision-makers also need to consider how their investments will impact disabled people so that the transport system enables people with disabilities to access opportunities.

Transport is essential for ensuring connections between primary production and markets, as well as access to social opportunities such as health, education and work

How progress will be measured

The Ministry and Waka Kotahi have together developed a GPS monitoring framework for GPS 2024.

The framework in Appendix 6 shows how the strategic priorities, action plans and policies work together to deliver the intended outcomes. Draft outcome indicators are detailed in Table 1 below. These indicators will be updated as part of ongoing framework development. Waka Kotahi is expected to report on these outcomes, as well as progress on specific actions that will be required

to deliver the GPS 2024. Section 6.2 provides further detail on how the Ministry and Waka Kotahi will plan, manage and report on investment activity.

Value for money is embedded throughout the framework, recognising that a range of factors influence this. Waka Kotahi is expected to report on how value for money is achieved, depending on the type of investment and business case phase, and the level of complexity, risk or uncertainty involved. It is expected to be considered. Focussing only on the indicators of economic efficiency (such as cost-benefit ratio) is not sufficient on its own to ensure value for money.



STRATEGIC PRIORITIES

Table 1: Monitoring the outcomes sought

Strategic priority	Contribution to Transport Outcomes	Measures we will use to monitor progress
Maintaining and operating the system	Investments in maintenance renewals and replacements support base asset condition	<ul style="list-style-type: none"> Proportion of the state highway network that meets minimum asset condition Proportion of travel on smooth roads (local roads) Asset sustainability ratio (state highways)
Increasing resilience	Existing infrastructure will have increased adaptive capacity	<ul style="list-style-type: none"> Percentage of high-risk, high-impact routes with a viable alternative (also a measure under "Integrated freight system") The proportion of closed state highway road closures resolved within agreed timeframes
	Urban planning and development will minimise risk of climate change to communities	<ul style="list-style-type: none"> Te Manatū Waka will work with Kotahi and other agencies to develop and adapt resilience measures
Reducing emissions	The ERP will be on track to achieve its emissions reduction targets	<ul style="list-style-type: none"> Percentage of emissions from the land transport system covered by the ERP Percentage of vehicles travelled that are no/low carbon vehicles Percentage of emissions from the land transport system covered by the ERP
Safety	The system is on track to achieve the goal to Zero traffic deaths	<ul style="list-style-type: none"> Deaths and injuries (DSIs) on the land transport system Percentage reduction by 2030 Head-on, off-road and intersection DSIs DSIs in low safety rating vehicles
Sustainable urban and regional development	Public transport and active modes will be more accessible and attractive	<ul style="list-style-type: none"> Increase in access to social and economic opportunities via public transport and active modes Percentage of PT and active modes Proportion of new housing with access to frequent public transport Perceived safety of walking and cycling Percentage of people that view active modes as an attractive and feasible alternative to driving for their most recent journey Private vehicle occupancy
	Improved transport journeys	<ul style="list-style-type: none"> Commute length Trip rate (measure of how often people leave their homes) Predictability on key urban roads (good indication of urban congestion) User experience by mode (increasing for shared and active modes)
Integrated freight system	Improved freight supply chain efficiency	<ul style="list-style-type: none"> Rail travel time reliability (freight)
	More freight is moved by low carbon modes	<ul style="list-style-type: none"> Freight mode share
	Freight routes are more resilient	<ul style="list-style-type: none"> Proportion of outages that are restored within agreed timeframes Number of rail freight derailments Percentage of high-risk, high-impact routes with a viable alternative

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Section 4. Investment in land transport

This section describes how different funding and financing sources will contribute to transport investment. It sets out the NLTA's priority areas for funding rail



INVESTMENT IN LAND TRANSPORT

Context for investment

The focus of Government Policy Statements on land transport are on transport outcomes that are addressed by direct and ongoing investment.

For example, regulatory changes such as vehicle safety standards, speed limits and pollution emission standards, play a critical role in improving safety and reducing emissions. Integrated transport planning and investment in rural broadband can also help communities and help reduce the need for travel. Often a combination of levers will be required to achieve any one outcome.

Infrastructure investment is one of the levers we use when it comes to direct investment in land transport to achieve transport outcomes. However, funding for transport infrastructure and services is only one of many ways of achieving transport outcomes – there are many other ways to influence those outcomes.

Figure 4: Intervention



The infrastructure intervention hierarchy should be applied when generating and considering alternatives and options. The intervention hierarchy is used to help drive value for money by promoting low-cost investment ahead of more costly physical infrastructure and technological investment.

Given the constrained funding environment, it is more important than ever that:

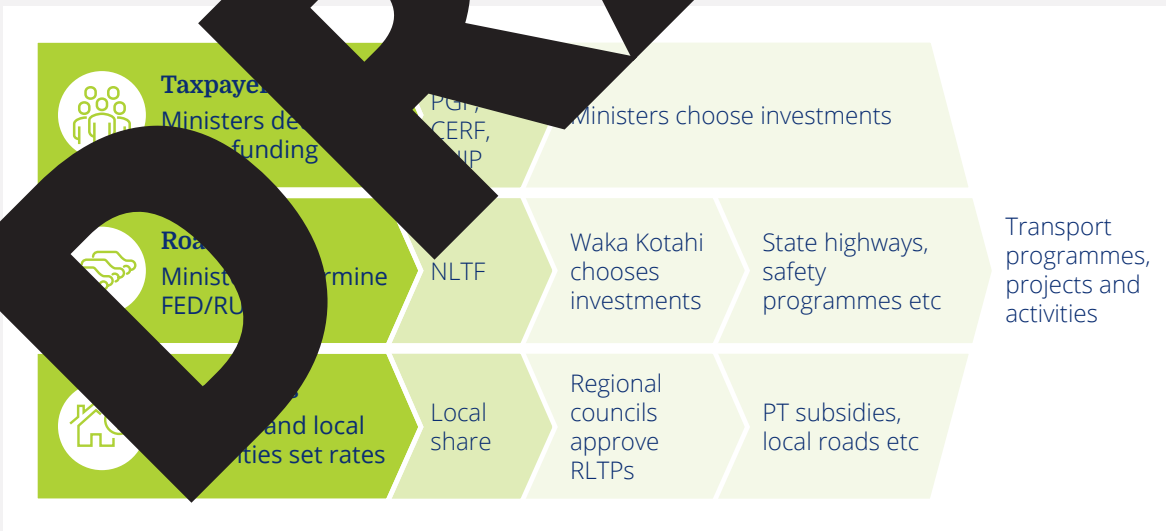
- investment planning works through the intervention hierarchy and considers all the levers available for the land transport system to influence outcomes, before investing in a transport infrastructure improvement solution

- all spending provides value for money. This means options analysis, identifying opportunities to deliver co-benefits, multiple outcomes, and ensuring fit-for-purpose investment processes.

Sources of transport investment

The table opposite summarises some of the key considerations for different funding sources for land transport investment. The main pathways for land transport investment are shown in Figure 5.

Figure 5: Main Land Transport Funding flow



4. For clarity, this diagram does not attempt to show every funding pathway. For example, Ministers determine the Crown ‘top-up’ for rail to go to the NLTF and approve the RNIP. Ministers have also provided additional funding to the NLTF for flood recovery works.

INVESTMENT IN LAND TRANSPORT

Table 2: Main sources of land transport investment

National Land Transport Fund (NLTF)	<ul style="list-style-type: none"> The NLTF is a dedicated fund for maintaining and developing local and national transport infrastructure, services and activities. The NLTF is largely made up of revenue from fuel excise duty (FED) and road user charges (RUC). Smaller amounts of revenue come from motor vehicle registration and licensing, the sale of surplus land and property, tolls and freight charges. Waka Kotahi also has access to debt facilities to manage short-term cash flow needs for other purposes, as prescribed by the Crown from time to time. Waka Kotahi is responsible for allocating NLTF funding to support the GPS. This includes contributing to the results sought in Section 3, which sets out investments to support the Transport Outcomes Framework: inclusive access, economic prosperity, healthy and safe people, environmental sustainability and resilient security. The NLTF will fund activities in accordance with the GPS. The NLTF is required to fund previously approved activities (with narrow exceptions) and debt commitments. For GPS 2024, the priority for funding from the NLTF is to support the ongoing operation and maintenance of the system. The priority class ranges in the GPS to allocate approximately 60 percent of funding towards the ongoing operation and maintenance of the existing land transport system over the next five years in accordance with the Maintaining and Operating the System strategic priority, which is enabler for the delivery of all other strategic priorities and outcomes. Available funding beyond maintenance and operation of the existing system will be prioritised to fund improvement projects to support strategic priorities.
Climate and Emergency Response Fund (CERF)	<ul style="list-style-type: none"> Revenue from Emissions Trading Scheme is allocated to CERF. Cabinet allocates funding to support emissions reductions and reducing vulnerability or exposure to climate change, including the implementation of the ERP and NAP. CERF may also be used to support the implementation of transport activities, as a means to complement investments made through the GPS 2024 with a focus on emission reduction and adaptation to the effects of climate change.
Direct Crown funding	<ul style="list-style-type: none"> Cabinet may allocate direct funding for transport projects to support the achievement of wider government priorities that are not affordable within the NLTF. These tend to be projects that are very large; projects that have multiple objectives; or projects that respond to specific events or wider strategic needs. This may include, for example, major infrastructure projects, regional development projects and large-scale system upgrades (e.g. COVID-19 recovery from natural disasters). There will typically be a broader set of considerations applied to these investments than to projects that centre purely on transport objectives. When proposing investments for Crown funding, Cabinet is responsible for determining the rationale for investment and related accountability. Of course, Ministers have responsibility for ensuring that Ministers are well informed before making such decisions, including providing advice about the fit of a proposed investment with relevant government strategies and plans such as the ERP, the NAP and the NPS-UD. The nature of direct Crown funding is such that the timing of its approval does not necessarily align with the publication of a GPS.
Local share	<ul style="list-style-type: none"> Regional councils, unitary authorities and territorial authorities – collectively known as 'local government' – play a key role in the transport planning and funding system. Local government is responsible for developing, maintaining and operating a large network of local roads and for delivering public transport infrastructure and services. It also has a key role in achieving integrated transport planning. Local government contributes ratepayer funding towards activities in the NLTP that it is responsible for delivering, and this supplements investment from the NLTF. These activities include local road construction, operations and maintenance; public transport infrastructure and services; and walking and cycling infrastructure.

Investment delivered through the National Land Transport Fund

The Government is proposing to make a substantial increase in the funds available to the NLTF.

The Government is proposing to make a substantial increase in the funds available to the NLTF. Including all contributions, revenue available to the NLTF will rise from \$15.5 billion in 2021/22 to \$20.8 billion in 2024/25-2026/27, an increase of 34 percent.

This additional funding will be used to ensure that New Zealanders have a quality roading network that is resilient, and the transport system is optimised to support future generations.

This includes being resilient to weather conditions. Given the recent events, the programme will also focus on projects that support recovery and get the road network back to normal. Investment in maintenance of the road system will also be a key focus for the NLTF.

In March 2023, the Government announced a 25-cent increase in the fuel excise (FED) and a 2-cent increase in the Road User Charge (RUC) to help fund the cost of living pressures caused by global energy price increases and the war in Ukraine. The Road User Charge Review concluded in June 2023. Balancing the increase in FED/RUC with the removal of the 25-cent increase in the fuel excise is critical to minimising the cost increases for households facing.

A balance sheet approach which covers the critical increase in infrastructure costs by funding this through:

- Proposed gradual increases in FED and RUC
- Hypothecation of traffic infringement fee revenue to the NLTF
- Crown grants
- A Crown loan.

In proposing this combination of revenue sources, the Government has aimed to balance:

- The cost pressures on household and business budgets

- The need for more investment to maintain and improve the resilience of transport infrastructure
- Significant increases in the sector's expenditure on transport infrastructure and services
- The need for a FED/RUC increase to the NLTF since 2021/22
- The value of sending price signals for road users to help manage demand
- Delivery constraints

Government advisors have led the proposed funding programme, totalling \$20.8 billion of expenditure over the next six years of GPS 2024. While recognising the need for additional funding, it is important that this must be balanced with affordability and delivery constraints.

Proposed increases to FED and RUC

The Government is proposing to return to the previous practice of regular, small increases in FED/RUC to maintain the spending power of the NLTF (see Figure 6). Officials advised the Government that it should make larger increases to FED/RUC to provide most of the additional funding from this source. However, the amount that would be required to fund the NLTF in full would be a one-off increase of 30 cents per litre to fund the essential expenditure and another one-off increase of 8 cents per litre to fund the Strategic Investment Programme.

Given the significant impact that this would have on the cost of living for many households, the Government does not consider that an increase of this kind would be acceptable. Accordingly, the draft GPS proposes to supplement the NLTF with direct Crown funding and financing to reduce the size of the proposed FED/RUC increases.

To ensure that revenue matches investment, and the land transport system continues to be maintained, we propose two six-monthly 2 cents per litre increases for the first year, followed by two annual 4 cents per litre increases, reaching

5. Noting that the Government supported households from March 2022 to June 2023 with temporary reductions in FED and RUC. During this time, Crown funding maintained expected cashflows into the NLTF.

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Figure 6. Previous changes to rate of Fuel Excise Duty



a total of 2 cents per litre by July 2026. A 2 cent per litre increase is the equivalent to an additional cost per litre of fuel for the average motorist, increasing to 44 cents per litre by July 2026.

The proposed increase, phased in by July 2026, will generate an additional \$1.4 billion in revenue over 2024-27. This additional revenue will, in part, be used to meet the rising costs of maintaining roads, which is forecast to cost between \$5.4 billion and \$8.1 billion over 2024-27.

Hypothecation of traffic infringement fee revenue to the NLTF

Fee revenue from traffic offences currently goes into the Crown account. To help deliver on the critical investment in land transport required through GPS 2024 and reflecting the safety-focus of traffic infringement notices, it is now proposed that infringement fees will be hypothecated to the NLTF where it will be directed to support safety investments through the Road to Zero programme. Infringement fees currently amount to approximately \$100 million per annum.

Crown grants

The Government is proposing to provide Crown grants totalling \$2.9 billion to the NLTF over the period 2024/25-2026/27. This will include \$500 million from the CERF, which will be directed to the Walking and Cycling Activity Class to increase uptake of walking and cycling and reduce emissions.

Crown loan

The final funding component is a Crown loan of \$3.1 billion. This will be repaid over ten years from the additional FED and RUC revenue.

Together, FED/RUC increases, Crown grants, a Crown loan and traffic infringement fee hypothecation will ensure the necessary expenditure necessary to maintain and transport infrastructure for the continued operation of transport.

revenue from road users will be... At the same time additional investment required to support emissions reduction and safety programmes... The Government has commenced a review, called Future of the Road System (FoRS) to determine how land transport should be funded in the future, to ensure sustainability in the long-term. The Ministry is currently examining options, with a public consultation in early 2024. Detailed... and development of the preferred option and implementation, will come after the... that this work will be... to inform GPS 2027. ...ected that the Government’s transport... approach for the period from 2027/28 will... by the results of the FoRS review.

National Land Transport Programme

Future of the Revenue

The proposed... provide... revenue... 2024/25-2026/27... as some... revenue is coming... off grants, expected revenue drops in 2027/28.

The land transport system is undergoing major transition, moving from private cars to active modes of transport; moving more freight from road to inland and coastal shipping; a move to decarbonise transport modes; and changes in where we live and work. Consequently,

The LTMA requires Waka Kotahi to prepare and adopt a NLTP, for the following three financial years. The NLTP must:

- contribute to the purpose of the LTMA
- give effect to the GPS, and
- take into account any:
 - regional land transport plans
 - national energy efficiency and conservation strategy
 - relevant national policy statement and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991.

Table 3: National Land Transport Fund expected revenue 2024/25 to 2029/30

	2024/25 \$m	2025/26 \$m	2026/27 \$m	2027/28 \$m	2028/29 \$m	2029/30 \$m
NLTF revenue	6,200	6,800	7,750	5,400	5,450	5,500

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Table 4: National Land Transport Programme funding ranges 2024/25 to 2033/34

	2024/25 \$m	2025/26 \$m	2026/27 \$m	2027/28 \$m	2028/29 \$m	2029/30 \$m
Expenditure target	5,550	6,000	6,450	6,900	5,000	5,150
Maximum expenditure	5,850	6,300	6,750	7,200	5,300	5,450
Minimum expenditure	5,150	5,600	5,600	6,050	4,800	4,950

Note this expenditure target relates specifically to National Land Transport Fund (NLTF) share (excluding local share contributions and other income sources).

Table 4 shows the total expenditure target along with the maximum and minimum for the ten years of GPS 2024. The expenditure target for the NLTP reflects the NLTF funding that is expected to be allocated into land transport activities, net of any debt repayments (see Appendix 3). The target is based on the expected level of revenue (including any additional revenue decisions) that is expected to be taken on wards are yet to be taken forward from one financial year to the next.

2003 provides for an 'allowable variation' to be set in a GPS as a way of managing any imbalances that arise. This 'allowable variation' is determined by the sum of all borrowing made available to Waka Kotahi by the Minister of Transport and the Minister of Finance, reduced over time as that borrowing is drawn down.

All the reasons for varying the expenditure target

The likely way vary the expenditure targets. Where it is not possible to match revenue levels will vary significantly from the expenditure targets or it is not possible to match the expected rate (e.g., a pandemic). The Ministry and Waka Kotahi will advise the Minister on options for aligning expenditure and revenue.

Allowable variation

Waka Kotahi is required to match its expenditure to the target expenditure set out in Table 4. However, it is also legally required to limit its spending to the levels of available revenue in the NLTF. Because both the timing and levels of revenue and expenditure are subject to

Policy on borrowing for the purposes of managing the delivery of the NLTP

At times borrowing will be required to manage the delivery of the NLTP. Borrowing increases available funding in the short-term, which can be used to manage cash flow, cope with unexpected shocks or to deliver additional activities. However, in the future there will be a corresponding decrease in available funding as the borrowing is repaid.

A change in how borrowing is reported is being implemented in this GPS. The activities funded though borrowing will be reported at the time of the investment as expenditure in the appropriate activity class. Repayment of borrowing will be reported as expenditure from the NLTF, separate from activity class spend. Put simply, although the

INVESTMENT IN LAND TRANSPORT

NLTF will be responsible for repayment of the borrowing, the interest and debt repayments will be reflected separately from the activity class ranges in GPS 2024.

The Ministry will work with Waka Kotahi to develop reporting practices to ensure both the spend on activities funded from borrowing and the repayments of borrowing are clearly reported. This includes borrowing drawn down before 1 July 2024.

At the time of publishing this GPS, formal arrangements are in place for Waka Kotahi to

use several borrowing facilities. This provides details of the arrangements. A forecast of the expected repayments over the next five years is provided in Appendix 3. If additional borrowing facilities are required, Waka Kotahi must seek approval from the Ministers of Finance and Transport.

Two of the facilities relate to revolving credit. These provide access to committed funding to cover fluctuations in cash flow – either due to seasonal variations or shocks.

Table 5 Waka Kotahi borrowing facilities

Borrowing Facility	Purpose of borrowing	Size of facility	Amount drawn down*	Repayment Period
Management of cash flow (revolving credit facility)	To manage cash flow	\$250m	\$0	Annually
Revenue and expenditure (revolving credit facility)	To manage any unexpected fluctuations in revenue or expenditure	\$250m	\$150m	Within 4 years of draw down
Auckland Transport Package	To progress Auckland transport package	\$375m	\$318m	Before 30 June 2027
Tauranga Eastern Link	To bring forward construction of the Tauranga Eastern Link	\$107m	\$107m	To be repaid through future tolls revenue by June 2050
Housing Infrastructure	To accelerate transport projects that support housing development	\$357m	\$46m	Before June 2031
COVID-19	To manage the shortfall in revenue resulting from COVID-19	\$425m	\$332m	Before 30 June 2027
2021-24 NLTP facility	To address the gap between planned investments in the NLTP and level of investment required to deliver GPS 2021 priorities	\$2b	\$500m	10 years from drawdown
2024-27 NLTP facility	To address the gap between planned investments in the NLTP and level of investment required to deliver GPS 2024 priorities	\$3.1b	\$0	10 years from drawdown

Note: This list does not include lending facilities related to Waka Kotahi's regulatory functions.

*Amounts drawn down as at 30 June 2023.

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Activity class framework

The NLTF funds activity classes, each of which represent a grouping of similar activities.

The activity class funding ranges outlined in Table 6 provide signals about the balance of investment expected across the GPS. The focus of the investment in the activity classes is on maintaining and operating the system, with additional investment coming from other sources to support the other strategic priorities.

For each activity class, a funding range is given with an upper and lower expenditure limit. Waka Kotahi is responsible for allocating funding within these ranges to specific activities, also staying within the overall expenditure limit.

There may be additional funding from other sources (such as Crown funding or local government) towards some activity classes. Except for rail (see page 49), funding from other sources is additional to the expenditure target and does not affect funding for other activity classes.

GPS 2024 allocated funding ranges to activity classes. Activity classes are:

- Public transport services
- State highway maintenance
- Local road maintenance
- Investment in infrastructure
- Rail network
- Public transport infrastructure
- State highway infrastructure
- Road improvement
- Waterway and port improvements
- Coastal and marine transport.

Activity classes follow on from GPS 2021, with the addition of one new activity class, *Inter-regional transport* and renaming the Road to Zero activity class to be the *Safety* activity class.

Inter-regional public transport activity class

Inter-regional public transport will play a crucial role in achieving our emissions reduction targets. Currently there are two inter-regional public transport rail services, Te Huia (between Hamilton and Auckland) and the Capital Connection (between Palmerston North and Wellington). The inter-regional public transport activity class provides for investment in existing and new inter-regional services, encouraging Regional Councils and Unitary Authorities to work together to expand and improve inter-regional public transport service offerings.

This activity class also provides for investment to support the delivery of new inter-regional services. The activity class will work in a similar way to the Local Shipping activity class from 2021-24, by providing a dedicated funding stream to work with other players to develop new services. It is expected that Waka Kotahi will develop key goals and objectives shortly after the activity class is established. A Select Committee report to the Public and Inter-regional Passenger Transport that Waka Kotahi will work with public transport agencies, KiwiRail, and the private sector to support proposals that will expand and improve services. The Government expects the activity class to initiate extensions to inter-regional rail, but it can also be applied to other forms of inter-regional public transport including buses and ferry services.

Safety activity class

The Safety activity class represents an extension of the Road to Zero Activity Class introduced through GPS 2021-24. Through the Safety Activity Class will fund interventions that support reductions in deaths and serious injuries, including Road Policing, Automated Enforcement, and Safety Promotion.

A key difference between the Road to Zero Activity Class and the Safety Activity Class, is that safety infrastructure need management will now be funded through State Highway Improvements and Road Improvements Activity Classes. This will better integrate the wider network and support a wider range of outcomes.

Classes are defined in detail in [Appendix 1](#).

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Activity class expenditure upper and lower limits

Table 6 below sets out the activity class funding ranges for 2024/25 – 2033/34.

Table 6: Activity classes and funding ranges

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
Continuing programmes											
Public transport services	Upper	850	930	1,000	1,080	1,160	1,270	1,350	1,440	1,550	1,670
	Lower	580	640	700	760	820	920	990	1,070	1,150	1,150
State highway maintenance	Upper	1,360	1,540	1,700	1,860	1,990	2,190	2,390	2,030	2,060	2,100
	Lower	890	1,020	1,100	1,180	1,260	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	840	880	920	960	980	1,000	1,000	1,020	1,040	1,060
Investment management	Upper	90	95	100	105	110	115	120	125	130	135
	Lower	70	75	80	85	90	95	100	105	110	115
Rail network	Upper	570	570	570	570	570	570	580	580	580	580
	Lower	120	120	120	120	120	120	120	120	120	120
Improvement programmes											
Public transport infrastructure	Upper	1,010	1,110	1,210	1,310	1,410	1,510	1,610	1,710	1,810	1,910
	Lower	520	570	620	670	720	770	820	870	920	970
State highway improvements	Upper	1,520	1,720	1,920	2,120	2,320	2,520	2,720	2,920	3,120	3,320
	Lower	1,120	1,220	1,320	1,420	1,520	1,620	1,720	1,820	1,920	2,020
Local road improvements	Upper	400	410	420	430	440	450	460	470	480	490
	Lower	150	160	170	180	190	200	210	220	230	240
Safety	Upper	600	610	620	630	640	650	660	670	680	690
	Lower	500	510	520	530	540	550	560	570	580	590
Walking and cycling improvements	Upper	330	330	340	350	360	370	380	390	400	410
	Lower	160	170	180	190	200	210	220	230	240	250
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	50	50	50	50	50	50	50
	Lower	20	20	20	20	20	20	20	20	20	20

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Crown funding for land transport

Direct Crown funding supplements the NLTF, increasing the amount of funding available to achieve the strategic objectives.

A full view of Government transport funding needs to include the NLTF and other funding provided. Crown funding is approved by Parliament for a particular purpose and is usually spent on that purpose (notably, KiRail acting as the Crown's agent).

Table 7: Total land transport investment⁶

Activity Class	2024/25					2028-2033/34				
	NLTF			Crown		NLTF		Crown	Total	
	\$m	\$m		\$m	\$m	\$m	\$m			
	Lower	Upper		Lower	Upper		Lower	Upper		
Public transport services	1,920	2,800	7,597	28,374	35,128	6,340	9,530	1,084	7,624	10,614
State highway maintenance	–	–	–	–	–	4,600	9,070	13,870	–	9,070
Local road maintenance	–	–	–	–	–	3,520	6,950	10,390	–	6,950
Investment management	205	–	–	–	–	265	555	695	–	555
Rail network	503	–	2,355	3,800	4,863	840	4,030	138	978	4,168
Public transport infrastructure	–	–	–	–	–	3,440	6,200	76	3,516	6,276
State highway improvement	3,100	–	1,793	5,153	6,453	1,400	3,500	326	1,726	3,826
Local road improvement	460	–	203	663	1,413	1,210	2,960	68	1,278	3,028
Cycling and walking infrastructure	1,530	–	–	1,530	1,830	3,760	4,460	–	3,760	4,460
Coastal and fishing infrastructure	500	1,000	–	500	1,000	1,350	2,290	–	1,350	2,290
Inter-regional public transport	45	60	–	45	60	105	140	–	105	140
Other	60	150	–	60	150	–	–	–	–	–
Debt and PPP repayments	2,748	2,748	–	2,748	2,748	6,864	6,864	–	6,864	6,864
Unallocated revenue*	2,376	n/a	–	2,376	n/a	–	–	–	–	–
Crown expenditure that doesn't map to an Activity Class e.g., regulatory, clean car discounts, etc	–	–	147	147	147	–	–	83	–	83
Totals	20,777	27,531	7,597	28,374	35,128	42,084	64,929	1,774	43,775	66,703

*Based on BEFU 2023 NLTF revenue forecasts.

6. Note that NLTF Rail Network investment in Table 6 doesn't reconcile with Table 5 because of direct Crown funding into this Activity Class. Direct Crown funding has been removed from the Rail NLTF Activity Class in Table 6 to avoid double counting.

INVESTMENT IN LAND TRANSPORT

Direct Crown funding for the 2024/25-2026/27 period currently stands at \$7.6 billion (see Table 7: Total land transport investment and **Appendix 4**). The largest components of this are NZUP funding and support for RNIP.

As many of the NZUP projects are underway (if not completed) the 2024/25-2026/27 NZUP expenditure shown in Table 7 is an estimate of the residual funding from the original allocation that remains to be spent in this period.

The Government has also announced funding of \$6 billion for a National Resilience Plan and that it expects to announce further funding to support the regions affected by the recent extreme weather events. Transport investments have received an initial share of funding, with further decisions likely.

Major Government commitments to funding for transport infrastructure projects and projects currently included in the

- Cyclone Gabrielle Emergency Response
- New Zealand Upgrade Programme
- Climate Change Emergency Response Fund
- Rail Network Upgrade Programme

Details of all direct Crown commitments are listed in **Appendix 4**.

Cyclone Gabrielle Emergency Response

The Government has initially committed \$52 million to Waka Kotahi for Cyclone Gabrielle emergency relief, and \$20 million to support the reinstatement of operating State Highway network. In July, it confirmed a further \$10 million to Waka Kotahi for immediate works on highways in Tairāwhiti, Whangaparāoa, Hawke's Bay, Bay of Plenty and Northland as part of the \$6 billion National Resilience Plan. The Government has also indicated that more support will be announced once there is a clearer picture of the costs.

New Zealand Upgrade Programme

From July 2020, the Government committed \$8.9 billion to the NZUP. The transport component of this funding (\$8.9 billion) is supporting specific projects that further the Government's ambition for the transport system. NZUP reflects the Government's balanced transport policy with investments across road, rail, public transport and walking and cycling infrastructure. It is a significant investment programme that builds on investment made through the NLTF and is delivering important projects that will speed up travel times, ease congestion and make our roading and rail networks safer and more resilient.

Major NZUP projects include:

- **Penlink** – providing a two-lane road and a shared walking and cycling path bridge which will provide improved travel times between Whangaparāoa and wider Auckland
- **Melling Transport Improvements** – providing a safer, more resilient and accessible transport system in Lower Hutt, as well as supporting flood protection and revitalisation of the Hutt Valley

- **The Queenstown Package** – providing locals and visitors with better access to public transport and improved, safer connections for those who walk or ride bikes
- **A third main rail line between Westfield and Wiri in Auckland** – enabling more frequent and reliable passenger and freight rail services
- **Extending Auckland’s electrified rail network** from Papakura to Pukekohe.

Many NZUP projects have already been completed. Details of progress with the programme can be found at www.nzta.govt.nz/nzupgrade.

Climate Emergency Response Fund (CERF)

The CERF provides a dedicated funding source for public investment on climate-related initiatives, using proceeds from the Climate Change Levy Scheme. CERF funding comes from various sources, such as the NLTF and Government revenue, to enable and improve transport infrastructure projects that reduce emissions and reduce the vulnerability of communities to the impacts of climate change.

In Budget 2022 and Budget 2023, \$1.259 billion of CERF funding was allocated (not including \$585 million for the, not continued, clean car upgrade programme and social leasing car schemes), for transport investments.

Announcement of additional CERF transport initiatives is likely to be linked to the annual government budget process.

Rail

Every three years KiwiRail is required to submit the RNIP to the Minister of Transport for approval. The RNIP outlines the rail network activities KiwiRail plans to undertake over the next three years and a three-year investment forecast for the national rail network. KiwiRail must take into account the purpose of the NLTFMA, and the current government policy on developing the RNIP. The RNIP was approved by the Minister in June 2023. Crown funding was also provided through the annual Budget process to support investment in the RNIP. This support is included as NLTF revenue and in the relevant Activity Class in Table 6.

In addition to the major investments described above, the Government has provided direct Crown funding to other transport initiatives such as the Super Gold card fare subsidies, PT bus decarbonisation, City Rail Link and planning for Auckland Light Rail.

\$1.259 billion
of CERF funding was allocated to transport investments through Budget 2022 and Budget 2023

INVESTMENT IN LAND TRANSPORT

Changes to transport funding and prioritisation processes in NLTP 2024-27

Process for collating and assessing 'bids' for different funding channels

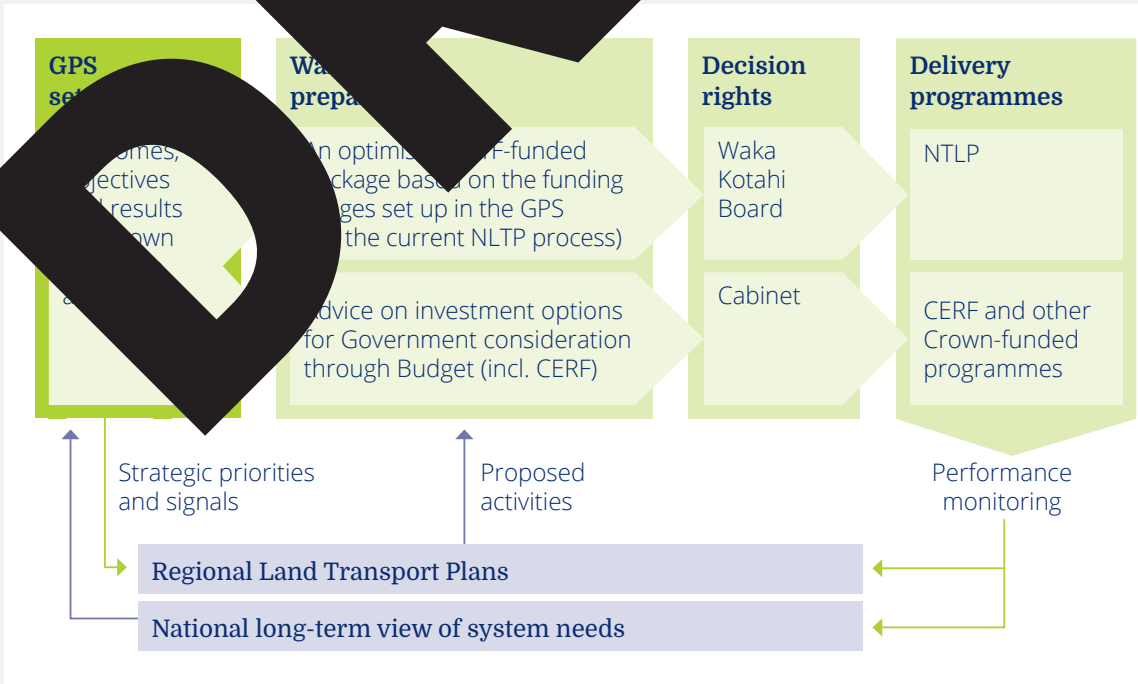
Transport investment funding and decision-making is becoming increasingly complex. Over the period of this GPS, the Government may wish to consider making additional investments to support progress towards the strategic priorities, especially where there is not sufficient revenue available within the NLTF. The high-level process is outlined in Figure 7 below.

The Government already uses Waka Kotahi expertise to advise on and/or implement directly funded transport investment decisions. This sits within the statutory functions of Waka Kotahi but

outside of the autonomous role it plays with respect to the NLTF. This aspect of Waka Kotahi's role is facilitated through the Transport Entities Act 2004, or by way of agreement between the Minister and the Waka Kotahi Board.

Working with the Government, Waka Kotahi is expected to identify and advise on time critical investment programmes for Crown funding consideration, where such programmes are not within the NLTF and where such funding would better deliver the Government's wider priorities specified in the GPS 2024-27. This expectation is included

Figure 7: New funding decision process



Mass Rapid Transit Projects

Mass Rapid Transit (MRT) projects are likely to require additional Crown funding due to their scale and their broader and more complex range of benefits and outcomes, particularly as these projects become city-shaping in that they significantly impact economic decisions, such as where people choose to live and work. Work is planned to develop a comprehensive framework for funding, financing and integrating decision-making processes for MRT projects, with new policy expected after GPS 2024 is adopted. This work is expected to outline how the NLTF is used to support the operation and maintenance of new and supporting infrastructure, and different government policy levers to deliver the best outcomes.

Current MRT projects are in various stages in the investment pipeline, and

Northern Busway enhancements

A Detailed Business Case has been developed for a number of enhancements to improve the Northern Busway, which is experiencing passenger growth exceeding 10% per year. The project includes the rail network and the rest of the bus network in Tāmaki Makaurau Auckland. The project includes station and platform upgrades as well as new bus lanes on State Highway 1 and local roads in the centre. These projects will be rolled out as funding is made available and as growth requires.

City Rail Link

This is the only MRT project in the construction phase. To realise the full benefits of CRL, several improvements are required to other parts of the metro rail network, notably the removal of level crossings, to increase the throughput of people across the whole system. These projects are funded separately and prioritised in the ATAP programme.



INVESTMENT IN LAND TRANSPORT**Auckland Light Rail**

This proposed light rail corridor serves to connect the Auckland Airport and Māngere with the city centre. The Indicative Business Case estimated a cost of \$14.6 billion to deliver the entire route. The project is now in the Detailed Business Case phase. Updated cost estimates, a phasing plan, and route and station locations are expected to be announced after GPS 2024 is adopted.

Waitematā Harbour Connections

Nationally significant resilience, network capacity and travel choice deficiencies across the Waitematā Harbour need to be addressed over the coming decades through significant improvement that includes road, rail, sea, and active mode improvement. The Indicative Business Case to direct investment is scheduled for completion in 2024. It is expected to include provision for a new connection to the City Centre.

Northwest Rapid Transit Corridor

Urban growth in the northwest of Auckland will be supported by a rapid transit corridor connecting Westgate to the city centre. This will address the pressure on the overburdened State Highway 1 and provide a low-carbon transport alternative to manage the projected population growth in the area. Improvements, including low-level flyovers and the Te Atatū and Epsom interchanges, are currently being delivered.

Any new investment or improvements in this corridor should allow for an eventual grade separated public transport service to be operated, and ensure provision is made for connection

points with other services (e.g., rail and bus interchanges). New investments include strategic land acquisition to secure connecting assets. Any grade separation should also ensure that future changes the type of service could be made (e.g., bus rapid transit being upgraded to rail or metro type operation). Any investment should also ensure interlinkage with other services (e.g. rail and bus interchanges) to produce a step-change in movement in the choice and network capacity in the north-west part of Auckland.

Greater Wellington's City Centre Moving

The programme seeks to provide more attractive choices and reshape how people get around the city. The MRT elements of LGWM are being progressed during the Detailed Business Case phase, including light rail or bus rapid transit options to the south from the Wellington Railway Station.

New metropolitan rapid transit programmes

Through the Urban Growth Partnerships the Crown, iwi and local government have developed joint spatial plans to ensure all our Tier 1 cities grow successfully over time. Underpinning all the spatial plans are shifts towards greater use of public transport and active modes. The key implementation action to achieve this is establishing a core network of rapid and frequent public transport corridors as future 'spines' for these urban areas. New networks that will become key enablers of future urban development and transport planning include the Hamilton-Waikato Metro Rapid Transit network, the Greater Christchurch Mass Rapid Transit corridor, and the Tauranga-Western Bay of Plenty Frequent Public Transport network.

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5

Section 5. Statement of Ministerial expectation

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STATEMENT OF MINISTERIAL EXPECTATIONS

The Act provides for the Minister, as part of the GPS, to make a statement of their expectations of how Waka Kotahi gives effect to the GPS on land transport.

The purpose of the statement is to provide greater clarity about government policies and objectives relevant to Waka Kotahi's implementation of the GPS. The statement is specific to the GPS and in addition to the statutory objectives and functions in Part 4 of the LTMA, the Crown Entities Act 2004 and general public sector advice and guidance such as the Codes of Conduct and Model Standards promulgated by the Public Service Commission.

These expectations on Waka Kotahi are supplemented by the annual letter of expectations provided by the Minister of Transport, to the wider Waka Kotahi. Waka Kotahi is expected to demonstrate how it is giving effect to these expectations, working with the Ministry to develop appropriate reporting and publication forms agreed with the Minister to give effect to GPS 2024 objectives. Existing Waka Kotahi reporting systems are likely to be updated, including:

- State of Transport and Statement of Progress
- of Performance Expectations
- how the NLTP gives effect to GPS 2024
- Annual Report on the NLTF and
- Annual Report on Waka Kotahi
- reporting on matters relating to the RNIP.

Deliver GPS outcomes in a way that provides value for money

The Minister expects Waka Kotahi to use the NLTF to contribute to the results sought in Section 3 in a manner that provides value for money throughout the investment lifecycle by efficiently and effectively allocating the NLTF to activities

When developing the NLTP, the Minister expects Waka Kotahi will:

- Incorporate GPS 2024 priorities into its investment prioritisation process prior to publishing the NLTP. This includes publishing its investment decision-making approach (including the criteria and procedures) to prioritise and manage investments in the NLTP that deliver GPS outcomes in a way that demonstrates value for money. This includes giving consideration to how the NLTP will contribute to the Government's climate change and emissions reduction targets.

- Consider the full range of options and alternatives that contribute to the outcomes in Section 3. This includes requiring consideration of options that prioritise integrated planning and management, and making the best use of resources in advance of new infrastructure investment, consistent with the Intervention Hierarchy.
- Ensure a robust programme and portfolio approach: ensure investments are not made in a "silo" manner, but rather are integrated in a way that maximises value and the delivery of benefits and value for money.
- Report on performance expectations: report on the expected costs and benefits from its investment decisions and describe the monitoring and risk management approaches that will be in place to ensure value for money and to manage risk.
- Evaluate its performance: determine whether the expected benefits of its investments are being realised, and the progress it is making towards the outcomes and results sought in its NLTP.



STATEMENT OF MINISTERIAL EXPECTATIONS

Investments must be efficient and effective

The Minister expects Waka Kotahi to demonstrate that its decisions to approve funding for activities have been reasonably informed by evidence of:

- expected benefits and costs (both monetised and non-monetised) and the level of uncertainty associated with benefit and cost estimation
- potential for funding contributions from the beneficiaries and users of the investments, including local government revenue sources, pricing (e.g., parking demand management) and forms of user charges

Below are specific areas that the Minister expects Waka Kotahi to focus on in its investments towards the results and outcomes set out in Sections 3 and 4 in a manner that:

➤ “Build back better” means more than just replacing damaged infrastructure, but also means proactively constructing an improved route that has been identified as a priority while additional funding is being provided to build or replace damaged infrastructure.

Building back better and adding value for money from maintenance and renewal spend

Waka Kotahi needs to fully consider the most effective way to “build back better” so the transport system is optimised to support future expectations, better purpose, and be resilient. A future system should “build back better” in a way that is more than just replacing. This may, for example, be part of routine maintenance activities such as proactively constructing an improved route that has been identified as a priority while additional funding is being provided to build or replace damaged infrastructure. Waka Kotahi also needs to find ways to leverage its considerable maintenance and renewals work programmes to contribute to the wider set of outcomes within GPS 2024, rather than just replace the current asset, during routine maintenance activities.

STATEMENT OF MINISTERIAL EXPECTATIONS

The Minister expects that Waka Kotahi will:

- adopt an asset management approach, consistent with the One Network Framework and, where appropriate, adaptive decision-making, that achieves the best value for money for maintenance and operations for the funding allocated and takes a whole of life approach to decision-making
- prior to renewing long-term contracts, review how to contract for maintenance and renewal activities in a way that:
 - ensures an effective, competitive and sustainable workforce and supply chain to deliver both response and maintenance services;
 - demonstrates value for money in the delivery of response and maintenance services;
 - encourages innovation and practice to drive both efficient and effective maintenance and response outcomes;
 - prioritises the effective delivery of maintenance improvement activities, where possible; and
 - gives the relevant contract holder the right to place to ensure share risk and support innovation in the private sector.
- when considering any changes to the State Highway network, assess and where appropriate incorporate into all improvement options (including maintenance and maintenance) the provision of transport to meet current and future demand. Any changes should take into account local and regional plans, and population growth projections. Additionally, the Minister expects Waka Kotahi to work with and support regional and local authorities to include the same considerations when developing investment proposals relating to local transport networks.

Growth in the capacity, frequency, and quality of public transport services is critical to success. High quality public transport supports productivity through the efficient movement of goods and people, provides safe and affordable transport for New Zealanders, and supports achievement of our emissions reduction objectives. While we cannot change the decisions of the past, it is essential we ensure that our infrastructure planning and investment decisions take account of both immediate and anticipated future requirements of each corridor, looking 10 years ahead.

Investment in repurposing and/or upgrading transport corridors to respond to changing demands is extremely high. This can include the direct financial costs of improvements, as well as the time and disruption costs for road users and for those who live and work alongside the corridor. This is especially the case in geographically constrained areas – predominantly in our major urban centres – where we are, and will continue to face, increasingly difficult decisions about how to integrate additional public transport capacity into heavily space-constrained transport corridors.

➤ **The Minister expects Waka Kotahi will demonstrate how it is investing and collaborating with the sector to build capability in innovative and efficient transport infrastructure and service delivery**

STATEMENT OF MINISTERIAL EXPECTATIONS**Building sector capability**

The Minister expects that Waka Kotahi will:

- Demonstrate how it is investing and collaborating with the sector to build capability in innovative and efficient transport infrastructure and service delivery, including accelerating existing, or developing new programmes to build planning and delivery excellence for:
 - asset management and network planning processes that use the One Network Framework;
 - integrated investment planning, monitoring and evaluation that stops poorly aligned investment earlier in, and before the investment pipeline, improving system delivery and efficiency;
 - programme management and governance, including effective community engagement and risk sharing; and
 - wider government collaboration through the ERP, the Carbon Network Investment Programme and the NAP.

Waka Kotahi's targets for revenue, its operating costs

The Minister expects Waka Kotahi will:

- prior to 2024, set annual targets for its own investment and operating costs as a proportion of the NLTF, broken down by activity class (net of debt repayments), in line with these targets in its Statement of Ministerial Expectations.
- report on its performance against its annual targets for its own NLTF related costs in its Annual Report, including explaining reasons for any variances against those targets.

Climate change and the NLTP

The Minister expects that Waka Kotahi will, when adopting its NLTP-funded programme:

- be satisfied that the NLTP makes an appropriate contribution to the transport emissions reduction targets of the ERP in accordance with its contribution in the reducing emissions strategy set out above (Page 20).
 - be satisfied that the NLTP makes an appropriate contribution to delivering the NAP.
 - when reporting, be satisfied that the NLTP makes an appropriate contribution to any relevant emissions reduction or VKT reduction programme.
- Waka Kotahi is expected to report on how its new investment decisions are contributing to the Government's emissions reduction objectives, with the Ministry to agree an appropriate publication format.

Maximising revenue

The Minister expects Waka Kotahi will:

- develop a strategic approach to the acquisition and disposal of land and other property interests (land and/or property rights).
- review existing land holdings and route protection or land acquisition strategies to determine alignment with the strategic approach described above.
- ensure that net revenue available to the NLTF is maximised. This includes pursuing all available sources and ensuring there is full transparency and accountability on the collection of revenue, particularly in relation to RUC investigations and enforcement.

Waka Kotahi to advise the Government on priority activities for Crown funding

Additional Crown funding will likely be required to make significant progress on GPS 2024 priorities, such as addressing climate change.

As part of the annual Crown Budget process, the Minister expects Waka Kotahi will:

- determine investment programmes that progress GPS 2024 priorities for Crown funding consideration, informed by available evidence included in relevant national and regional strategies and plans, including RLTPs and spatial plans.
- work with the Ministry of Transport to advise the Government on investment programmes that support GPS 2024 priorities and other priorities specified in the Government's

The Crown Budget process is a complex one and does not always align with the NLTP development. It is acknowledged that full information is required to ensure that Waka Kotahi can make informed decisions against GPS priorities, but that does not qualify for NLTP funding, but that does not necessarily be the case when Crown Budget allocations are made each year.



APPENDIX 1

Appendix 1. Activity class definitions

Each activity class directs NLTF funding towards different types of activities. Each activity class can invest in every step of the intervention hierarchy including:

- Integrated planning
- Demand management
- Making the best use of the existing system
- New infrastructure.

The below definitions outline which activities can be funded from each activity class.

Public Transport Services

- Investment in the operation and maintenance of existing public transport networks, to improve utilisation and/or maintain the level of service.
- Investment in new public transport services to improve the level of service and support an increase in uptake of public transport.

Public Transport Infrastructure

- Investment in the maintenance, repair, or improvements to existing public transport infrastructure to improve utilisation.
- Investment in new public transport infrastructure to improve the level of service and support an increase in the uptake of public transport.

Walking and Cycling Improvements

- Investment to improve the level of service and increase uptake of walking and cycling (including micro-mobility).

Safety

- Investment in law enforcement and associated equipment.
- Investment in automated enforcement.
- Investment in road user education, promotion and system changes.
- Investment in measures to encourage behavioural changes to improve road safety outcomes.

Local Road Improvements

- Investment to optimise the utilisation and/or improve the level of service across all modes on the local road network.

State Highway Improvements

- Investment to optimise the utilisation and/or improve levels of service across all modes on the state highway network.

State Highway Maintenance

- Investment in the ongoing maintenance, operations, and renewal of the state highway network to deliver an appropriate level of service across all modes.
- Urgent response to transport network disruptions to restore an appropriate level of service.

Local Road Maintenance

- Investment in the ongoing maintenance, operations, and renewal of the local road network to deliver an appropriate level of service across all modes.
- Urgent response to transport network disruptions to restore an appropriate level of service.

Investment Management

- Investment in the management and delivery of transport planning. This includes the development of Regional Land Transport Plans (RLTPs), the development of Activity Management Plans (AMPs), the development of speed management plans, parking management plan, development of Programme Business Cases (PBCs) and the delivery of post implementation reviews.
- Investment in integrated land use and transport planning, including long term system planning, urban growth plans, transport emissions reduction plans, climate adaptation plans, VKI reduction plans, and Regional Spatial Strategies.
- Investment in the management and delivery of research into land transport to support sound system planning and investment.
- Investment into funding allocation and management. This includes the management of and administration of the Land Transport Programme (LTP) associated funding, the management of the policies and the funding agreements, and the provision of assistance and advice to approved organisations and regional land transport committees.

Coastal Shipping

- Investment in coastal shipping to support the efficiency and sustainability of the shipping sector and to achieve decarbonisation and sustainable transport.

Rail Network

- Investment in a safe and resilient national rail network, including enabling KiwiRail to undertake ongoing maintenance, renewals and upgrades to the rail network.

Inter-regional Transport

- Investment to partner with other players to develop and deliver new, extended and improved services.
- Investment to support planning for new inter-regional public transport services, with a focus on rail but can also be applied to inter-regional bus and ferry services.

APPENDIX 2

Appendix 2.
Changes from GPS 2018 through to GPS 2024

GPS 2024 builds on the strategic direction of GPS 2018 and GPS 2021, and also reflects changes in the funding environment.

The table below shows how the strategic priorities have evolved through GPS 2018 and GPS 2021 to GPS 2024.

The other major change is the funding environment. GPS 2024 describes the land transport investment strategy and how to achieve more than what can be achieved through NLTF funding alone. It is a process whereby advice on funding is provided to the appropriate decision maker(s) for funding through the NLTF, and other funding sources.

GPS 2018	GPS 2021	GPS 2024
n/a	n/a	Maintaining and operating the transport system The condition of the existing transport system is efficiently maintained at a level that meets the current and future needs of users.
n/a	n/a	Increasing resilience The transport system is better able to cope with natural and anthropogenic hazards.
Environmental Reducing emissions, as well as the adverse effects of climate change on the environment and public health.	Climate change Transitioning to a low carbon transport system that supports emissions reductions, aligned with national commitments, while improving safety and inclusive access.	Reducing emissions Transitioning to a lower carbon transport system.
Safety A safe transport system with a low number of death and serious injury.	Safety Develop a transport system where no-one is killed or seriously injured.	Safety Transport is made substantially safer for all.

GPS 2018	GPS 2021	GPS 2024
Access Providing increased access to economic and social opportunities.	Better travel options Provide people with better options to access places for learning, and participating in social and economic activities.	Sustainable urban and regional development People can readily and reliably access social, cultural, and economic opportunities through a variety of transport options. Sustainable regional development is focused on developing resilient and productive towns and cities that have a range of low-emission transport options and low congestion.
Enabling transport choice and access.	Improving freight system Improve freight system to support economic development.	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.
Value for money Delivers the best infrastructure and service value at the lowest cost to the taxpayer.	GPS 2021 retained the value for money principle that should always be expected from investments. GPS 2021 encourages co-benefits to be considered when developing business cases (e.g., for health, resilience, or environmental sustainability).	GPS 2024 retains the principle that value for money should always be expected from investments. GPS 2024 encourages co-benefits to be considered for both maintenance and new investment activities. GPS 2024 has a greater focus on long-term value and recognises that different indicators will be required, depending on the decisions being made.

APPENDIX 3

Appendix 3.
Expected debt repayments

	2024/25 \$m	2025/26 \$m	2026/27 \$m	2027/28 \$m	2028/29 \$m	2029/30 \$m
Expected debt repayment	650	800	1,300	1,150	950	700

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Appendix 4. Crown direct funding commitments to land transport

	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s	2028/29 \$000s	2029/30 \$000s	2030/31 \$000s	2031/32 \$000s	2032/33 \$000s	2033/34 \$000s
KiwiRail Maintenance & renewal of rail network	339,200	338,300								
KiwiRail Investment – Crown Contribution	723,637	353,291	79,538							
Rail – grants	38,263	349,852	12,909	3,770	3,770		3,770	3,770	3,770	3,770
PGF Rail projects	9,900									
SuperGold card – admin	95	95			95	95		95	95	95
SuperGold Card – Public Transport Concessions	36,777	36,777	36,777	36,777	36,777	36,777	36,777	36,777	36,777	36,777
Public Transport Community connect concessions	183,874	184,659	187,812	188,182	106,182		106,182	106,182	106,182	106,182
Clean car standard – operation	11,842	11,842	11,842		11,842	11,842	11,842	11,842	11,842	11,842
Clean vehicle discount scheme – admin			8,000							
NZ Upgrade Program Funding		76,000	170,000	217,340	116,330	111,860				
PT Bus decarbonisation		13,695	13,695	13,695	13,695	13,695	13,695	13,695	9,405	4,730
Public Transport Workforce	31,900									
ALB – Auckland City Targeted Fund	720	187								
Auckland City Rail Link – MYA	178,081	59,500								
Enabling the Delivery of C	634									
Lower North Island Rail Integrated Mobility	424,800									
Regional resilience	72,000	78,000	79,000	50,000	45,000	40,000				
Electric Vehicle Charging Infrastructure	36,678	50,678								
NIWE response and recovery funding	177,000									
Total	4,061,573	2,284,486	1,251,044	439,701	333,691	324,221	172,361	172,361	168,071	163,396

APPENDIX 5

Appendix 5. Glossary

Activity

Defined in the LTMA as a land transport output or capital project, or both.

Activity class

Refers to a grouping of similar activities.

Active modes

Transport by walking, cycling or other methods which involve the direct application of kinetic energy by the person travelling.

Approved organisations

Organisations eligible to receive funding from Waka Kotahi for land transport activities. Approved organisations are listed in the LTMA 2003.

Benefits

Measurable improvements in programmes and projects.

Benefits realised

A project achieves benefits when the expected or predicted outcomes are anticipated and have been achieved.

Capital network

The amount of government support people and/or goods and services can support at a given time.

Co-benefits

Additional outcomes associated with a strategic priority.

Demand management

Demand management refers to interventions which change the demand for transport. These interventions may seek to influence how, when and where people travel and freight is transported. The purpose of demand management is to ensure the transport system is utilised efficiently and

effectively, and to reduce the negative impacts of travel and freight movement. Mode shift is a way of managing demand.

Emissions Trading Scheme (ETS)

The New Zealand Emissions Trading Scheme. The ETS requires businesses to surrender one 'emissions unit' (an NZU) to the government for each tonne of emissions they produce. NZUs are traded. The ETS limits emissions by setting a number of units available to businesses (which are supplied into the scheme).

Fuel/Petrol Excise Duty

Fuel/Petrol Excise Duty is a tax imposed by the government to fund land transport activities. It includes excise duty paid on liquid petroleum gas and compressed natural gas (in addition to petrol excise duty), but these account for a very small proportion of overall fuel excise.

Hypothecation

The direct allocation of all income from a tax or charge (e.g., Fuel/Petrol Excise Duty or Road User Charges) to a particular type of activity (e.g., the National Land Transport Fund).

Lead investment

Investment which acts as a catalyst for future development.

Land Transport Management Act 2003 (LTMA 2003)

The main Act governing the land transport planning and funding system.

Land transport revenue

Revenue paid into the Fund under the LTMA 2003.

Local road

Defined in the LTMA 2003 as a road (other than a state highway) in a district that is under the control of a territorial authority.

Local share

The contribution that communities make (through local government) towards transport projects that have shared national and local benefits.

Maintenance

Care and upkeep of infrastructure so that it can deliver a defined level of service, while leaving the fundamental structure of the existing infrastructure intact.

Micro-mobility

Light, short haul modes of transport such as electric scooters, skateboards, share-bicycles.

Ministry of Transport (the MoT)

The Government's principal policy adviser that leads and coordinates policy and helps to set the vision and direction for the future of transport in New Zealand.

Mode neutral

Mode neutral considers all transport options and their costs and benefits, including multi-modal options, identifying the best, value-for-money transport solutions to deliver the desired outcomes.

Mode

Replacing one mode with another. For example, short car journeys due to replacement by public transport, walking or cycling.

Motor vehicle registration and licensing fees

Motor vehicles pay a registration fee when first registered to enter the fleet, and an annual licence fee to legally operate on the road network. Motor vehicle registration and licensing fees are defined as land transport revenue. The fees are intended to contribute to the maintenance of the Motor Vehicle Register where the details of motor vehicles are recorded.

National Land Transport Fund (NLTF, the Fund)

The set of resources, including land transport revenue, that is available for land transport activities under the National Land Transport Programme.

National Land Transport Programme (NLTP)

The programme, prepared by Waka Kotahi, that sets out the land transport activities which are likely to be funded from the National Land Transport Fund. It is a three-yearly programme of investment in transport infrastructure and services from the Fund.

New Zealand Rail Plan

The Government's plan that will guide investment in the rail network made through the rail investment programme to achieve a reliable, resilient and safe rail network.

One Network Framework

A tool, prepared by Waka Kotahi, to help establish transport network function, performance measures, operating gaps and potential interventions for each road and street type.

Petrol Excise Duty (PED)

Petrol Excise Duty is a tax imposed by the Government on petrol and is used to fund land transport activities.

Primary outcome

The most important and relevant outcome of a strategic priority.

Public transport

Passenger transport infrastructure and services contracted by local and central government which may include shared on-demand services identified in Regional Public Transport Plans as integral to the public transport network. Interregional passenger transport by means of a rail vehicle.

APPENDIX 5

Rail Network Investment Programme (RNIP)

A ten-year plan of projects, guided by the New Zealand Rail Plan, to achieve a reliable, resilient and safe rail network. The programme is written by KiwiRail and approved by the Minister of Transport with guidance from Waka Kotahi.

Mass Rapid Transit (MRT)

A quick, frequent, reliable and high-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic.

Regional Land Transport Plans (RLTPs)

Plans prepared by Regional Transport Committees, that set out each region's transport objectives and policies for the next 10 years. This includes how funding from the NLTP.

Regional Transport Committee (RTC)

A transport committee, which is established by every region, or unitary authority, for its region or unitary authority. Each transport committee must prepare and

The Government that the Government wishes to achieve from the provision of funding from the National Land Transport Fund. This is expressed by a measure that is impacted by the level of investments, and the deliverables required to realise the challenge.

Road controlling authorities (RCAs)

Authorities and agencies that have control of the roads, including Waka Kotahi, territorial authorities, Auckland Transport, the Waitangi Trust and the Department of Conservation.

Road User Charges (RUC)

Charges on drivers of heavy vehicles, paid to The Government and used to fund land transport.

State highway

A road designated such by Waka Kotahi, as defined by the Land Transport Act 2011.

State highway user charges

Charges for access to use of the rail tracks.

Total Mobility Scheme

The Total Mobility Scheme provides subsidised taxi services to people who have an impairment that prevents them from making a journey unaccompanied, on a bus, train or ferry in a safe and dignified manner.

Urban Environment

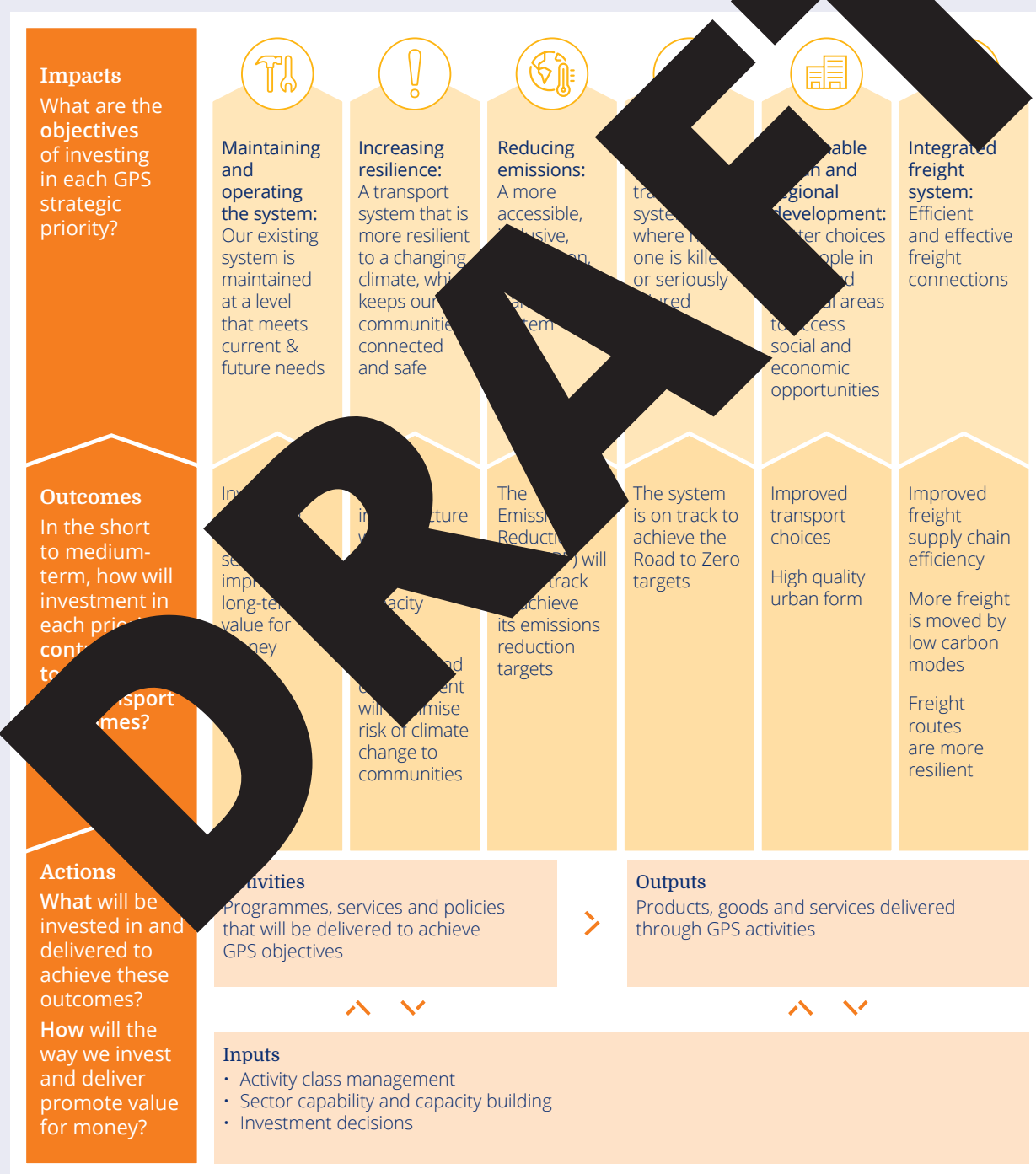
Any area of land (regardless of size, and irrespective of local authority or statistical boundaries) that is, or is intended to be, predominantly urban in character; and is, or is intended to be, part of a housing and labour market of at least 10,000 people.

Waka Kotahi, the NZ Transport Agency (Waka Kotahi)

The government agency with statutory functions to manage the funding of the land transport system and manage the state highway system.

Appendix 6.

GPS Monitoring framework



APPENDIX 7

Appendix 7.

Change compared to GPS 2021

Activity Class		2024/25 \$m	2025/26 \$m	2026/27 \$m	2027/28 \$m	2028/29 \$m	2029/30 \$m	2030/31 \$m
Continuing programmes								
Public transport services	Upper	↗ 30	↗ 30	↗ 100	↗ 100	↗ 270	↗ 270	↗ 310
	Lower	↗ 150	↗ 200	↗ 250	↗ 250	↗ 380	↗ 380	↗ 410
State highway maintenance	Upper	↗ 340	↗ 500	↗ 640	↗ 640	↗ 810	↗ 810	↗ 800
	Lower	↗ 90	↗ 190	↗ 230	↗ 260	↗ 300	↗ 300	↗ 280
Local road maintenance	Upper	↗ 260	↗ 320	↗ 320	↗ 480	↗ 540	↗ 540	↗ 540
	Lower	↗ 20	↗ 20	↗ 140	↗ 140	↗ 190	↗ 190	↗ 190
Investment management	Upper	↘ -10	↘ -5	↘ -5	↘ -5	↘ -5	↘ -5	↘ -5
	Lower	↘ -10	↘ -10	↘ -10	↘ -10	↘ -10	↘ -10	↘ -5
Rail network	Upper	↗ 420	↗ 440	↗ 440	↗ 400	↗ 400	↗ 400	↗ 410
	Lower	↗ 370	↗ 390	↗ 390	↗ 390	↗ 390	↗ 390	↗ 390
Improvements								
Public transport Infrastructure	Upper	↗ 30	↗ 30	↗ 30	↗ 30	↗ 50	↗ 50	↗ 20
	Lower	↗ 180	↗ 230	↗ 230	↗ 110	↗ 130	↗ 130	↗ 120
State highway Improvements	Upper	↗ 50	↗ 50	↗ 50	↘ -150	↘ -50	↗ 50	↗ 50
	Lower	↗ 50	↗ 50	↗ 50	↘ -250	↘ -150	↘ -150	↘ -100
Local road Improvements	Upper	↗ 270	↗ 270	↗ 280	↗ 270	↗ 280	↗ 280	↗ 270
	Lower	↗ 270	↗ 270	↗ 110	↗ 110	↗ 110	↗ 110	↗ 110
Safety and infrastructure improvements	Upper	↘ -400	↘ -400	↘ -450	↘ -450	↘ -480	↘ -510	↘ -530
	Lower	↘ -400	↘ -420	↘ -440	↘ -440	↘ -470	↘ -490	↘ -510
Coastal Safety and Infrastructure	Upper	↗ 215	↗ 215	↗ 225	↗ 190	↗ 200	↗ 200	↗ 210
	Lower	↗ 85	↗ 95	↗ 95	↗ 100	↗ 100	↗ 110	↗ 110
Inter-regional Public Transport	Upper	↗ 20	↗ 20	↗ 20	↗ 20	↗ 20	↗ 20	↗ 20
	Lower	↗ 15	↗ 15	↗ 15	↗ 15	↗ 15	↗ 15	↗ 15
Inter-regional Public Transport	Upper	↗ 50	↗ 50	↗ 50	●	●	●	●
	Lower	↗ 20	↗ 20	↗ 20	●	●	●	●

Notes:

1. The Safety Activity Class was previously called Road to Zero. The main change between these is that the Safety Activity Class does not including any funding for safety infrastructure. The funding for safety improvements has been reallocated to State Highway and Local Road Improvements, to enable safety improvements to be delivered as part of the wider improvements programme. It is expected that the overall level of funding going towards safety projects will remain constant.

Ngā Uara Te Manatū Waka Te Manatū Waka Values



WHAKAPAKARI
IMPROVING OUTCOMES



AKO
CAPABILITY DEVELOPMENT



MAHI TAHI
WORKING TOGETHER



RANGATIRA
EMPOWERING
AND



GUARANTEED
PROTECTION



MĀNANGA
COOPERATION
UNITY



MANAAKITANGA
CARING FOR AND
VALUING OTHERS

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Strategic Investment Programme – Project Descriptions

The draft GPS 2024 sets out a series of projects that are strategically important for the development of New Zealand's transport system in the coming decades.

The Strategic Investment Programme includes:

- Warkworth to Whangārei – State Highway 1, including:
 - Te Hana to Brynderwyns
 - Warkworth to Wellsford
 - Whangārei to Brynderwyns
- Auckland Northwest Rapid Transit
- Auckland rail third and fourth Mains Expansion
- Avondale to Onehunga rail link
- Auckland and Wellington Metropolitan Level Crossing Upgrade and Removal Programme
- Cambridge to Piarere – State Highway 1
- Tauranga to Tauriko – State Highway 29
- Wellington CBD to Airport – State Highway 1 – Second Mount Victoria Tunnel and Upgrades to Basin Reserve/Arras Tunnel
- Wellington CBD to Island Bay – Mass Rapid Transit
- Napier to Hastings – State Highway 2
- Christchurch Northern Link – State Highway 1
- Nelson – Hope Bypass – State Highway 6
- Nelson (Rocks Road) shared path – State Highway 6
- Ashburton Bridge – State Highway 1

The Waka Kotahi Board ultimately have the power to approve projects funded from the National Land Transport Fund. By highlighting these projects, the Government expects that their strategic importance will be given particular consideration during the development of the National Land Transport Plan.

The projects are described in more detail in this document.

Draft GPS 2024 – Strategic Investment Programme

Warkworth to Whangārei – State Highway 1

This project relates to upgrades on State Highway 1 between Auckland and Whangareī, including:

- **Te Hana (north of Wellsford) to Brynderwyns** – safety and resilience improvements to the existing route south of the Brynderwyns and a western bypass around the hills.
- **Warkworth to Wellsford (Dome Valley)** – New 26km motorway
- **Whangārei to Brynderwyns** – Upgraded 22km four-lane motorway and shared path between Whangārei and SH15

A series of upgrades along this corridor could strengthen Northland's links with Auckland, save lives and provide greater network resilience to support a growing population, tourism and economic growth. This will help to prevent costly closures arising from bad weather and crashes. More reliable journeys and greater travel choice with new public transport, walking and cycling facilities will also provide a more sustainable transport system and strengthen key regional freight links.

Note that short-term resilience improvements will be considered through the Cyclone recovery work for SH1 Brynderwyns including local road detours:

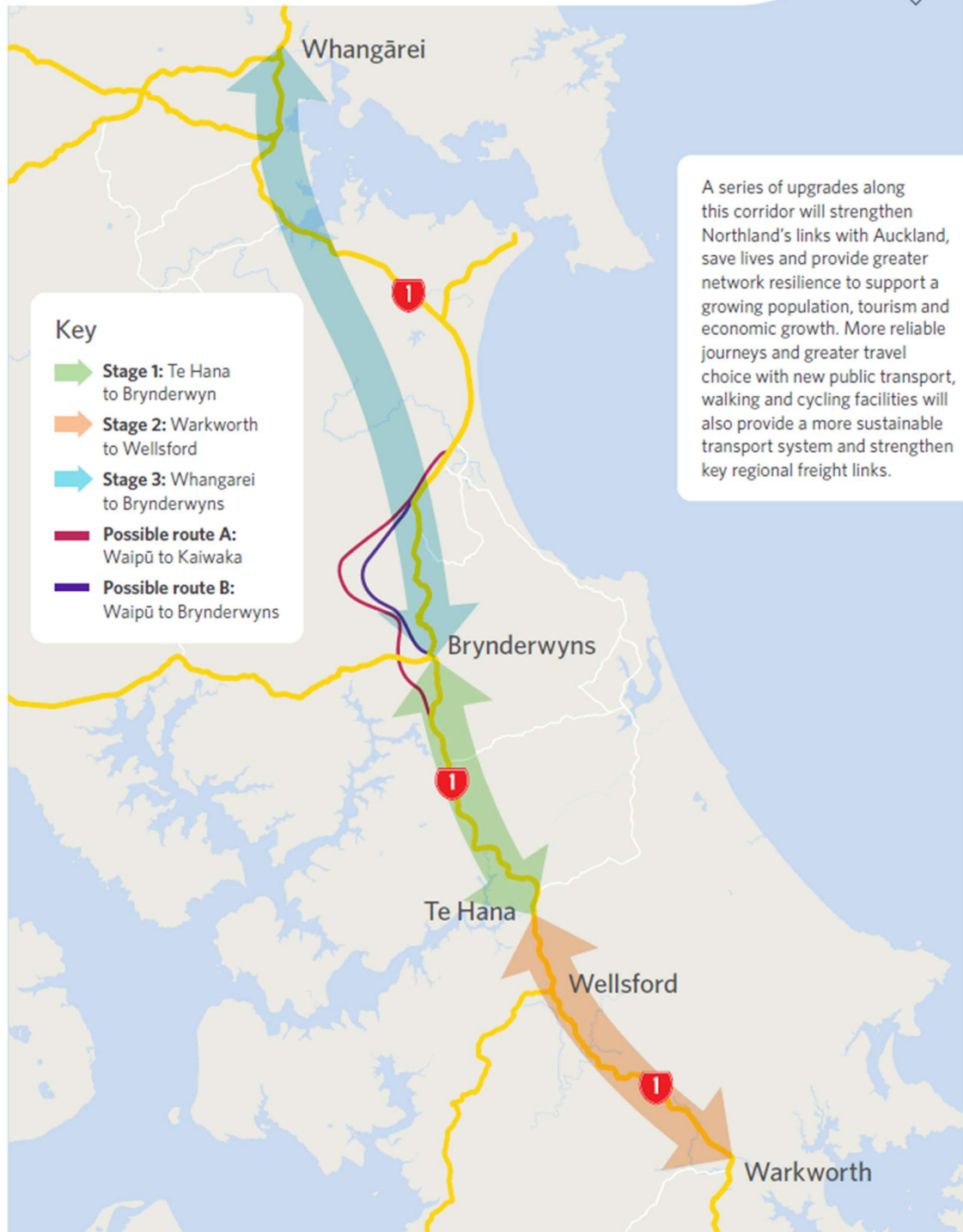
- **SH12 and 14** - The state highway alternate route is via SH12/14 Mangatāpere, Dargaville, Maungarutoro (additional 1 hour) and numerous townships.
- **Oakleigh/Mangapai to Paparoa (local road)** - To the west this route runs between Mangapai and Paparoa where it exits on SH12. It adds an additional 30 minutes to the journey, has six one lane bridges and travels through rural and small communities.
- **Waipu to Kaiwaka (local road)** - To the east, Cove Road provides access via Largs Beach, Mangawhai, Kaiwaka where it exits onto SH1. It adds an additional 35 minutes to the journey and has a high density of populations, townships, and tourist destinations. This route has two one lane bridges and is not suitable for long vehicles due to a hairpin.

Draft GPS 2024 – Strategic Investment Programme



SH1 Auckland to Whangārei

Section 2 – SH1 Warkworth to Wellsford



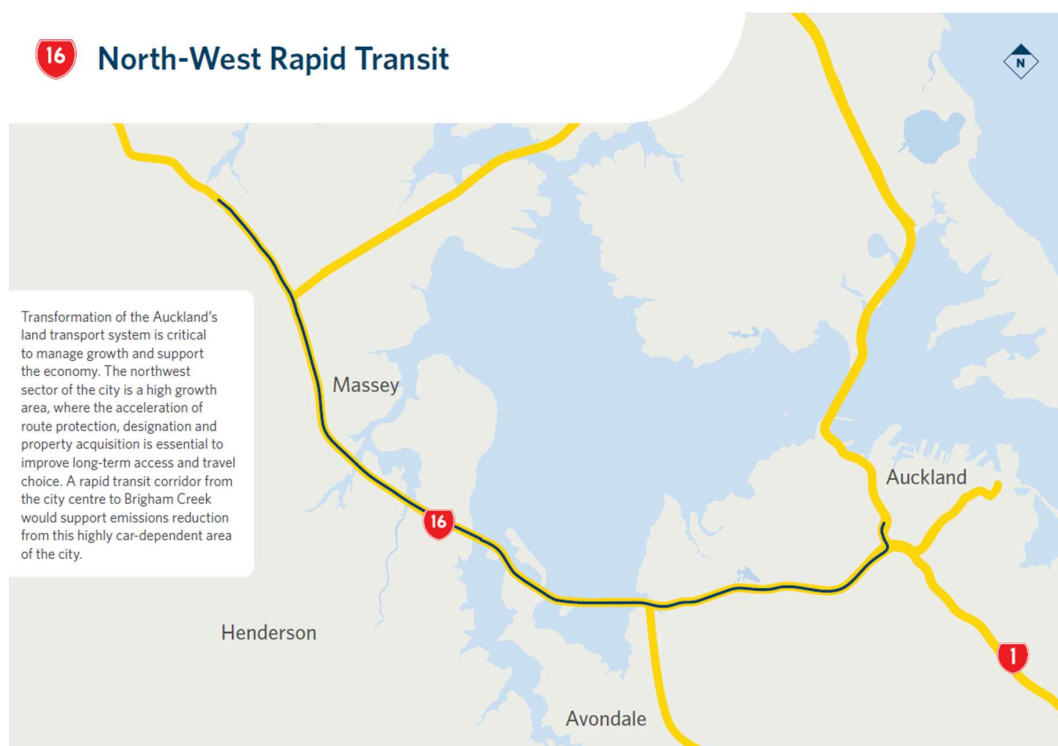
Draft GPS 2024 – Strategic Investment Programme

Auckland Northwest Rapid Transit

Transformation of the Auckland's land transport system is critical to manage growth and support the economy. The Northwest of the city is a high growth area, where the acceleration of route protection, designation and property acquisition is essential to improving long-term access and travel choice. A rapid public transport corridor from the city centre to Brigham Creek would support emissions reduction from this highly car-dependent area of the city.

A detailed business case is underway to plan what is needed to accelerate work on this corridor, which could include staging early delivery of rapid transit stations during the next three years (2024-27). The funding provided through the draft GPS 2024 could enable Waka Kotahi to accelerate work to finalise the preferred solution, progress consenting and designation, and start early works.

Construction of a full rapid transit connection from Brigham Creek to the central city along the corridor would take at least 10 years to complete, depending on mode, but the intention from Waka Kotahi is to deliver it in stages starting with a focus on the City Centre to Westgate.



Draft GPS 2024 – Strategic Investment Programme

Auckland 3rd and 4th Main Rail Lines

The New Zealand Upgrade Programme is currently funding the build of about 8km of 3rd Main Line in South Auckland between Westfield and Wiri Junctions (north of Puhinui to south of Middelmore). This will alleviate existing congestion in the busiest part of the Auckland Metro Network and help separate commuter from freight services.

The funding made available via the GPS could allow KiwiRail to undertake detailed engineering design, construction methodology as the start of a project to build a 4th Main between Westfield and Wiri and both 3rd and 4th Mains about 30km to Pukekohe. This is about future proofing rail in Auckland to cater for the commuter and freight growth to come.

The southern part of Auckland is an important part of the largest freight movement area in New Zealand (Golden Triangle: Auckland – Hamilton – Tauranga). The 3rd Main extension and 4th Main are expected to be needed in the 2030s to ensure the reliability of increasing passenger (metro and inter-regional) and freight rail services in the Auckland metro area. They will also help enable more trains to run between Port of Tauranga and Auckland, supporting mode shift from our highways to rail and reducing transport emissions.

The 3rd Main extension and 4th Main allows the maximum commuter service frequency enabled by the City Rail Link, over time. They would also allow more inter-regional services (such as Te Huia) to operate. It is a first step in a much larger project to shift more people/freight onto rail and reduce our transport emissions over the next decade. An estimated 6 million tonnes of freight moves in and out of the Auckland network each year and that avoids more than 400,000 long distance heavy truck trips.

Improvements and upgrades to Auckland's rail network are important to improve passenger and inter-regional freight services. With additional lines, rail will play a greater role in supporting urban and economic growth, improving access and helping reduce emissions. Design work will start as soon as funding is approved and may take three years to complete.

Avondale to Onehunga Rail Link

KiwiRail has owned a corridor of land between Avondale, through Onehunga to its major freight container terminal in Southdown since the 1940s. The corridor is already designated for rail use. The funding signaled in the GPS could allow detailed engineering design to be undertaken as a first step in eventually building a rail line between Avondale-Southdown for both passenger and freight trains.

The Avondale - Onehunga Link would provide significant metro commuter service and connectivity improvements for Aucklanders. The potential to run East-West commuter services on the Avondale - Onehunga Link, would establish a true metropolitan passenger network for Auckland with an inner loop (CRL) and an outer loop (centre to west, west to south, south to east, east to centre).

Another key benefit of the line is that it would help remove rail freight from the centre of the Auckland metro network, creating more space for commuter services, while also significantly improving efficiency for freight and logistics, and resilience right across the network. For example, freight services from the north currently have to travel through Newmarket, the busiest commuter junction in Auckland where Southern and Western Line services meet.

Draft GPS 2024 – Strategic Investment Programme

It is expected, given increasing passenger and freight volumes that the Avondale - Onehunga Link will be needed by the 2040s. If Ports of Auckland were to be closed or curtailed it could be needed earlier.

Increased capacity on Auckland's rail network has the potential to carry greater volumes of freight and support additional passenger services, reducing congestion on the roading network, improving safety, and helping to reduce emissions. Work on the engineering design for the Avondale – Onehunga will start as soon as funding is approved and may take three years to complete.

Rail Level Crossing Removal Programme

To enable long-term commuter service growth in both Auckland and Wellington level crossings need to be removed. In the Auckland metro area, over time all level crossings need to be removed to enable the maximum capacity from the City Rail Link. To grow Wellington metro commuter service frequency, some level crossings will likely need to be removed over time.

The funding made available in the GPS could allow KiwiRail to identify the relevant level crossings, undertake engineering design for road/rail changes and traffic modelling as the start of a project to remove level crossings. Options could include some grade separation through over and under-passes, or outright closure. KiwiRail expect a 30-year timeframe for removing level crossings.

Removing level crossings improves the safety of both the road and rail networks, allows more frequent trains and, particularly with grade separation, improves the efficiency of the road network with vehicles not having to stop at barrier arms when trains pass. It benefits both commuters and drivers.

Draft GPS 2024 – Strategic Investment Programme



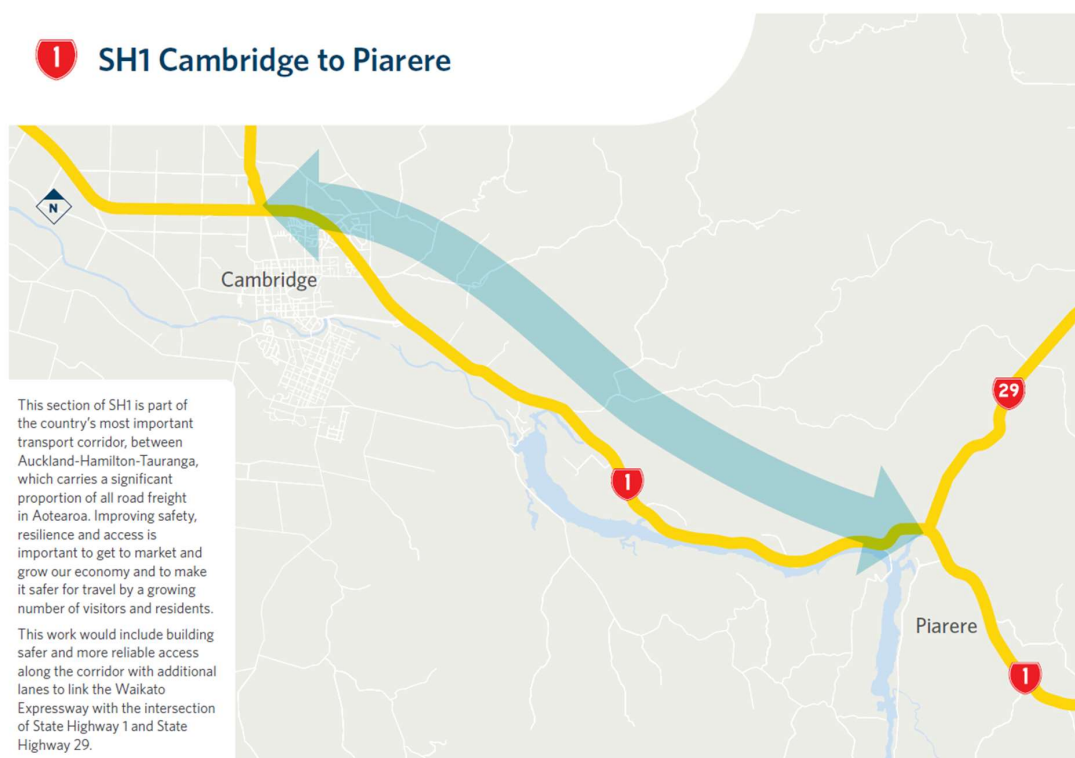
Draft GPS 2024 – Strategic Investment Programme

Cambridge to Piarere – State Highway 1

This section of SH1 is part of the country's most important transport corridor, between Auckland-Hamilton-Tauranga, which carries a significant proportion of all road freight in Aotearoa.

Improving safety, resilience and access is important to get to market and grow our economy and to make it safer for travel by a growing number of visitors and residents.

This work would include building safer and more reliable access along the corridor with additional lanes to link the Waikato Expressway with the intersection of State Highway 1 and State Highway 29. Work on this corridor could start as early as 2024, construction could get underway in 2026 and would take at least five years to complete.

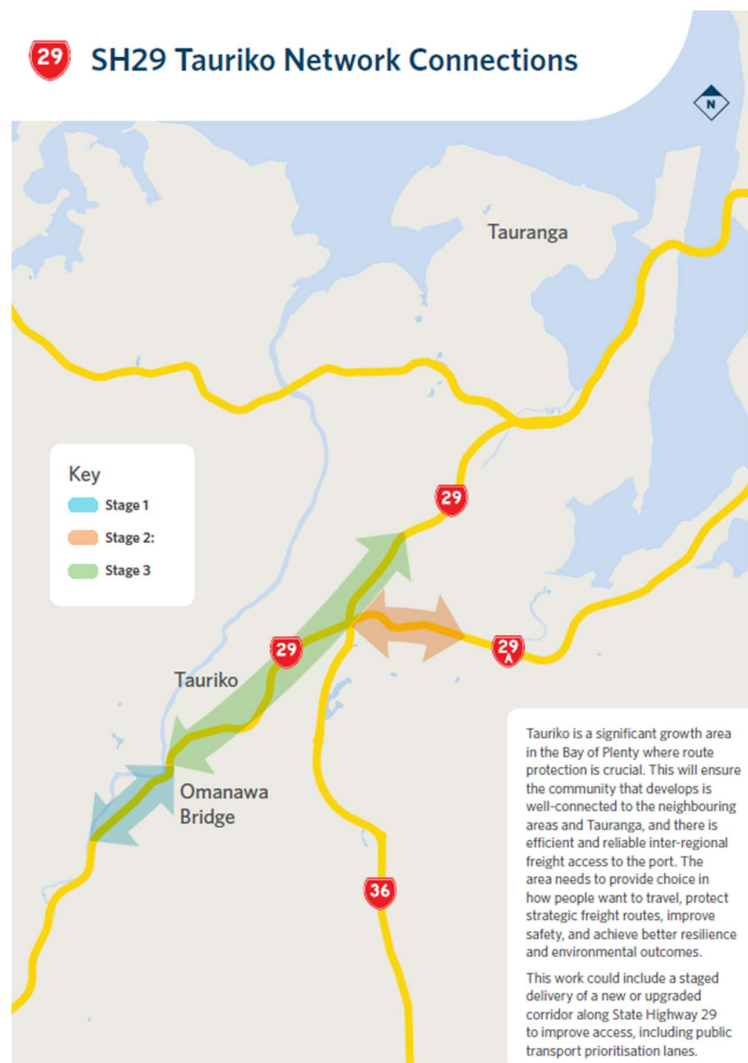


Draft GPS 2024 – Strategic Investment Programme

Tauranga to Tauriko – State Highway 29

Tauriko is a significant growth area in the Bay of Plenty where route protection is crucial. This will ensure the community that develops is well-connected to the neighbouring areas and Tauranga, and there is efficient and reliable inter-regional freight access to the port. The area needs to provide choice in how people want to travel, protect strategic freight routes, improve safety, and achieve better resilience and environmental outcomes.

This work could include a staged delivery of a new or upgraded corridor along State Highway 29 to improve access, including public transport prioritisation lanes. As per the recently completed detailed business case, the works are proposed to be completed in multiple stages: replacement of the Omanawa Bridge, the upgrading of parts of SH29A to improve public transport prioritization, and a new highway along SH29. The funding provided through the draft GPS 2024 could enable consenting for the larger parts of the project/enabling works for better public transport, as well as the work to start on the replacement of the Omanawa Bridge to take place over the next 3 years (2024-27).



Draft GPS 2024 – Strategic Investment Programme

Second Mt. Victoria Tunnel and Upgrades to Basin Reserve and Arras Tunnel – State Highway 1

The Government is committed to kick-starting work on long-delayed transport solutions for the city. Local authorities agree that the Government should take the lead on projects on the state highway network.

Reshaping how we travel in our capital city is vital to enable growth, get more people using a variety of travel choices and to help reduce emissions. With the potential for significant residential growth to the east and south of Wellington, a range of improvements to build network capacity and travel choice, making getting about the city easier, more accessible and reliable.

This work would include improvements to the state highway and local road network, along with a second Mt Victoria Tunnel. A detailed business case is currently being progressed for this work. The funding made available in the GPS could enable early works to begin in 2026/27, with main construction works getting underway in 2027/28.

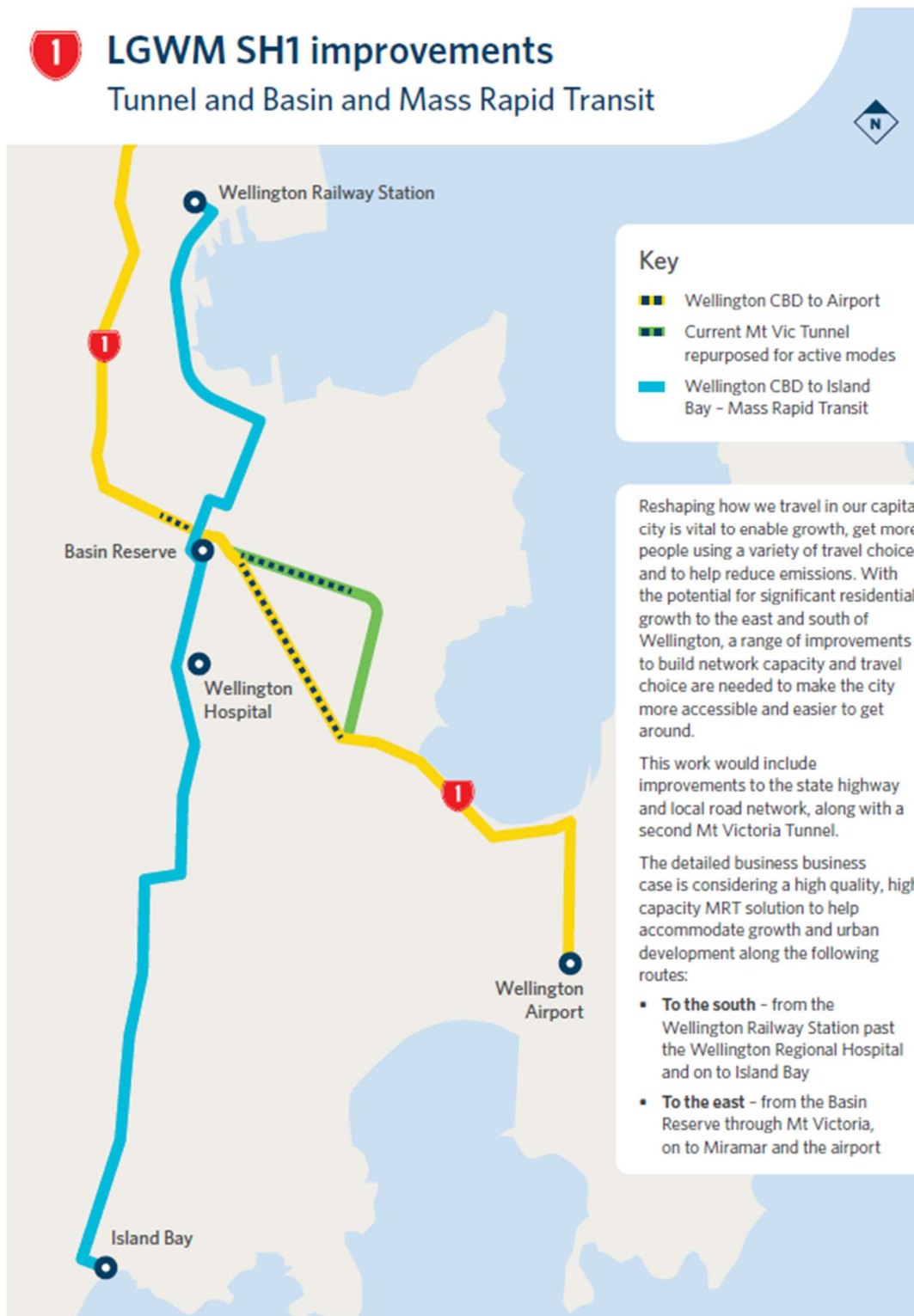
Mass Rapid Transit (Wellington CBD to Island Bay)

Growth in Wellington needs to be supported through the delivery of new and state-of-the-art public transport options that are safe, efficient and reliable, powered by renewable energy sources. This supports the city to reduce emissions, provide sustainable travel choices and ensure better connections to essential services.

The detailed business case is considering two routes to help manage growth and urban development: to the south – from the Wellington Railway Station past the Wellington Regional Hospital and on to Island Bay, and to the east – from the Basin Reserve through Mt Victoria, on to Miramar and the airport.

The funding made available in the draft GPS 2024 could enable consenting, property purchase, and final design work to be completed before works commence during the next GPS period (2027-30).

Draft GPS 2024 – Strategic Investment Programme

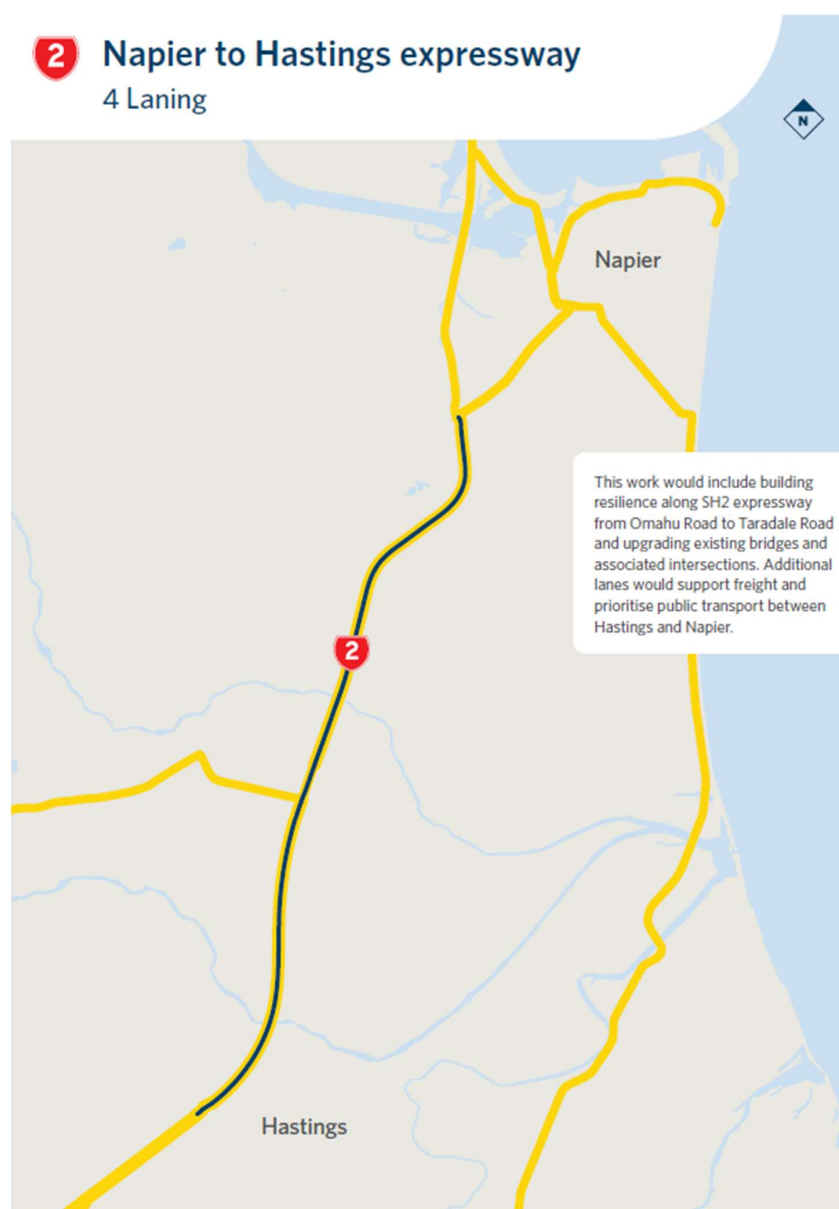


Draft GPS 2024 – Strategic Investment Programme

Napier to Hastings – State Highway 2

The Hawke's Bay relies on the roading network between Napier to Hastings to support the region's economic growth. Capacity improvements along the corridor will boost resilience, productivity and efficiency of the network, as well as connections between the two cities. This work would include building resilience along SH2 expressway from Omaha Road to Taradale Road and upgrading existing bridges and associated intersections.

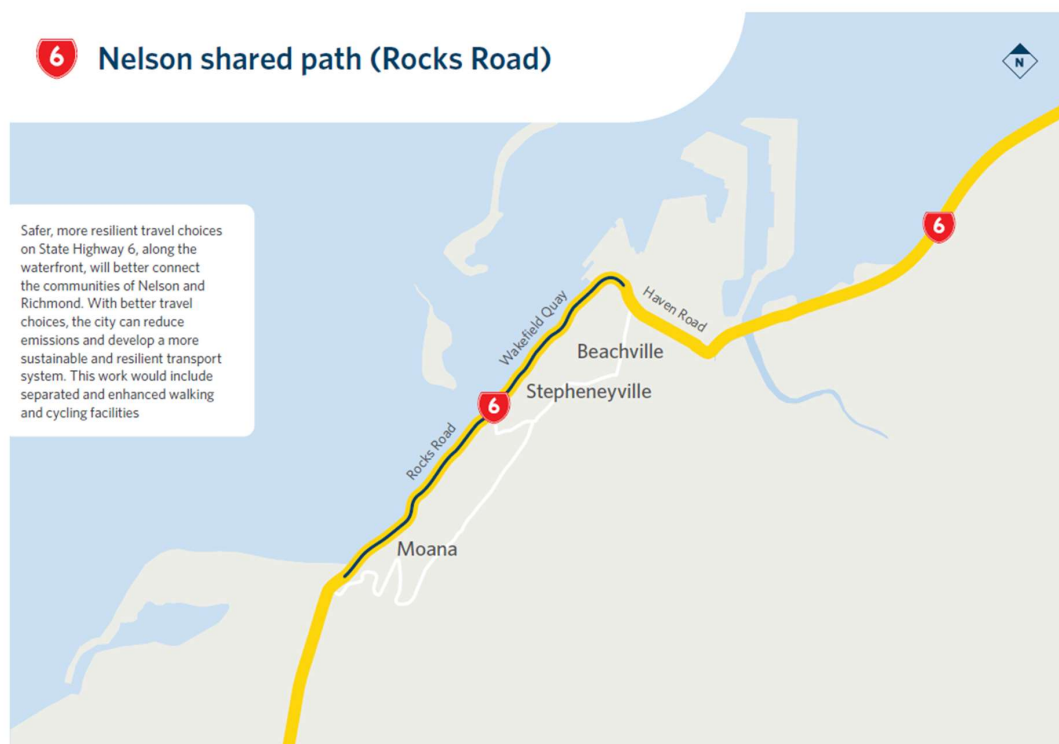
Additional capacity would support freight and prioritise public transport between Hastings and Napier. Main construction works could start in the next GPS period (around 2027) and would take five years to complete.



Draft GPS 2024 – Strategic Investment Programme

Nelson (Rocks Road) shared path – State Highway 6

Safer, more resilient travel choices on State Highway 6 along the waterfront with a new shared walking and cycling path would better connect the communities of Nelson and Richmond. With better travel choices, the city can reduce emissions and develop a more sustainable and resilient transport system. This work would include separated and enhanced walking and cycling facilities. Construction work could start as early as 2028 and would take around five years to complete.



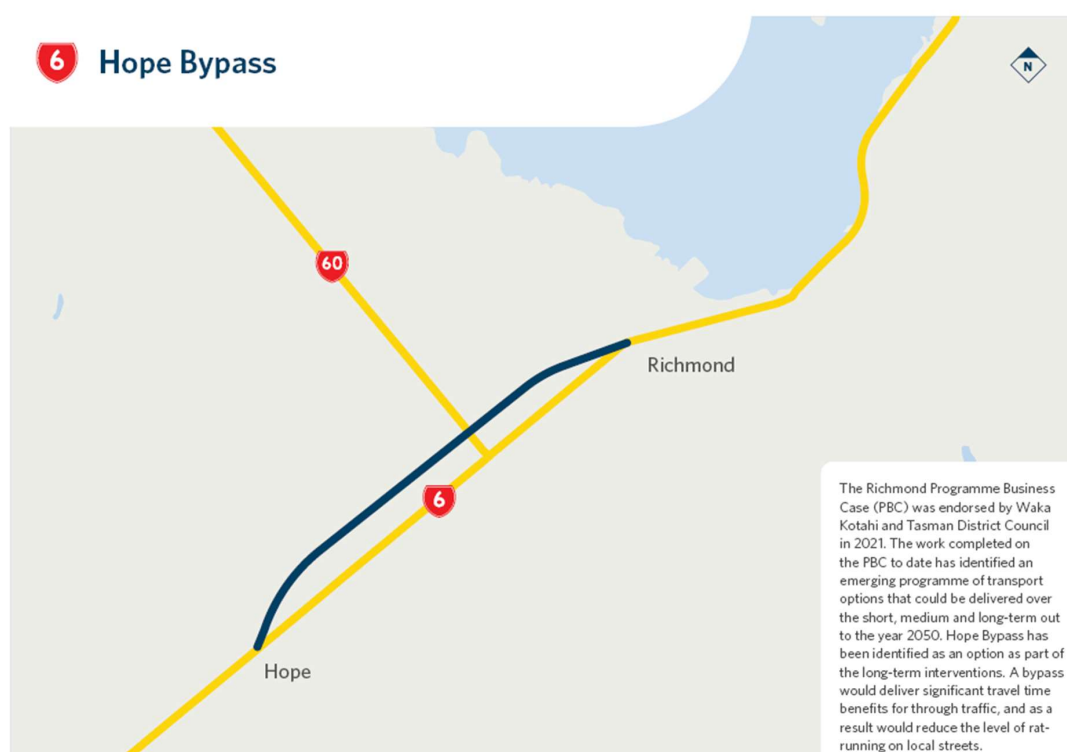
Draft GPS 2024 – Strategic Investment Programme

Richmond – Hope Bypass – State Highway 6

The Richmond Programme Business Case (PBC) was endorsed by Waka Kotahi and Tasman District Council in 2021. This work identified an emerging programme of transport options that could be delivered over the short, medium and long-term out to the year 2050. Waka Kotahi and Tasman District Council are currently undertaking short-term improvements to the road network, including: Cycle lanes along key routes, Priority lanes for freight and public transport, targeted safety upgrades for pedestrians and cyclists.

A bypass would deliver significant travel time benefits for through traffic, and as a result would reduce the level of rat-running on local streets. The bypass would strongly support the desired safety and liveability objectives for the project, and these outcomes potentially may not be delivered unless the Hope Bypass is introduced.

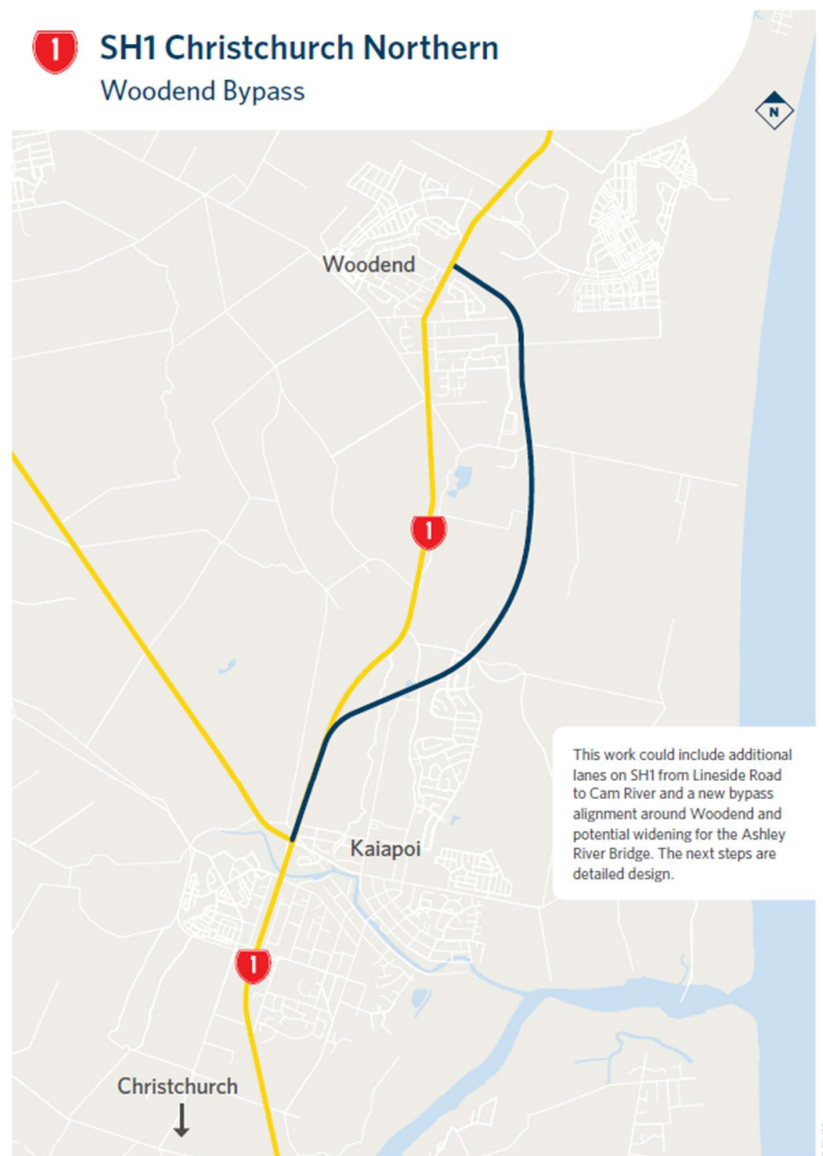
Significant housing growth will also generate significantly more vehicle trips, and regardless of how much active mode infrastructure is provided, the majority of new trips would still be car-based. The funding provided in the draft GPS could enable further design work and consenting to progress over the next 3 years (2024-27).



Draft GPS 2024 – Strategic Investment Programme

Christchurch Northern Link – State Highway 1 (Woodend Bypass)

Upgrading State Highway 1 from the Waimakariri River to Ashley River, including a new alignment around Woodend, will improve safety, provide for more reliable journeys, support regional growth and greater accessibility for Woodend and Pegasus. This work could include additional lanes on SH1 from Lineside Road to Cam River and a new bypass alignment around Woodend and potential widening for the Ashley River Bridge. The funding made available in the GPS could enable further detailed design and work could start as early as 2026/27. Construction is expected to take three years to complete.

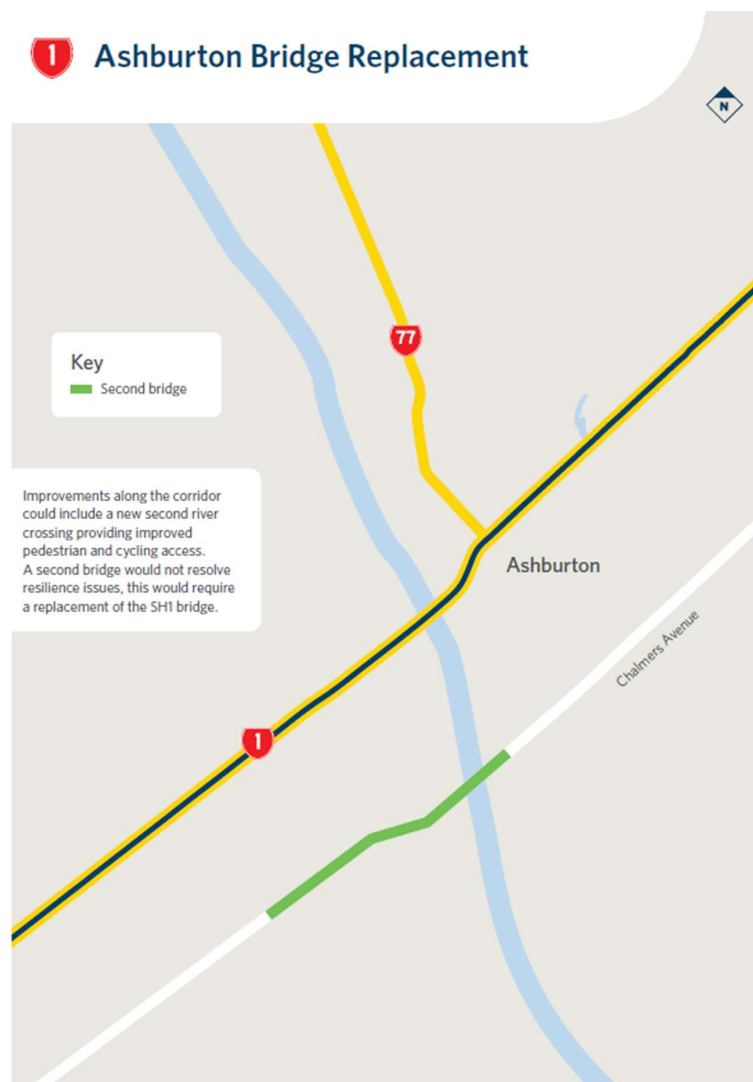


Draft GPS 2024 – Strategic Investment Programme

Ashburton Bridge – State Highway 1

Greater resilience for the South Island's main freight route along State Highway 1 would be boosted and connectivity strengthened with improvements to links across the Hakatere/Ashburton River. Additional benefits would be improved travel choice options.

Improvements along the corridor could include a new second river crossing providing improved pedestrian and cycling access. A second bridge alone would not resolve resilience issues, this would require a replacement of the SH1 bridge. Work could start in 2024/25 for pre-implementation and property purchase for a second bridge, with construction starting in 2026/27 and taking two years to complete.



Draft GPS 2024 – Strategic Investment Programme

Corridor Studies (\$25m)

In addition to the projects above the GPS also makes \$25m available for Waka Kotahi to look at upgrades to other key corridors for future investments, including:

SH2 Melling to Upper Hutt

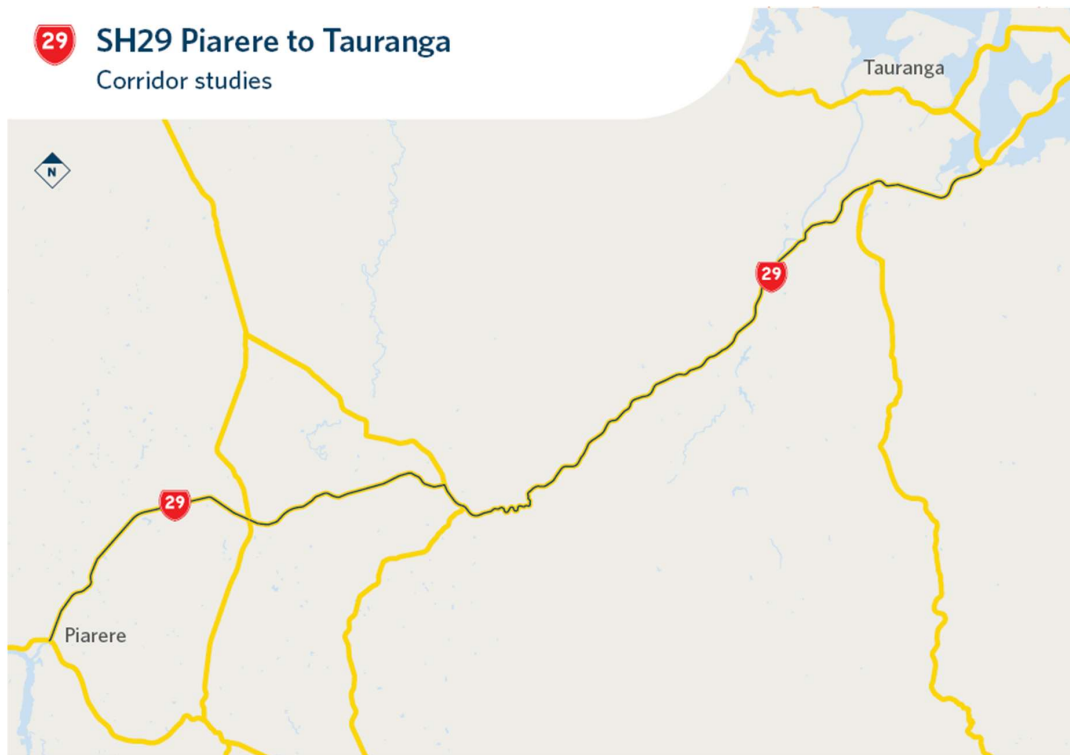
The transport link between Te Marua and Ngauranga is congested, unsafe and lacks resilience. A 2017 corridor business study focusing on the wider corridor between Te Marua and Ngauranga identified a potential four-lane from Silverstream to Upper Hutt and/or grade separated intersections for safety, resilience and economic outcomes. This study identified the work needed on Melling which is being progressed through NZUP, and the refresh will look at any remaining parts.



Draft GPS 2024 – Strategic Investment Programme

SH29 Piarere to Tauranga

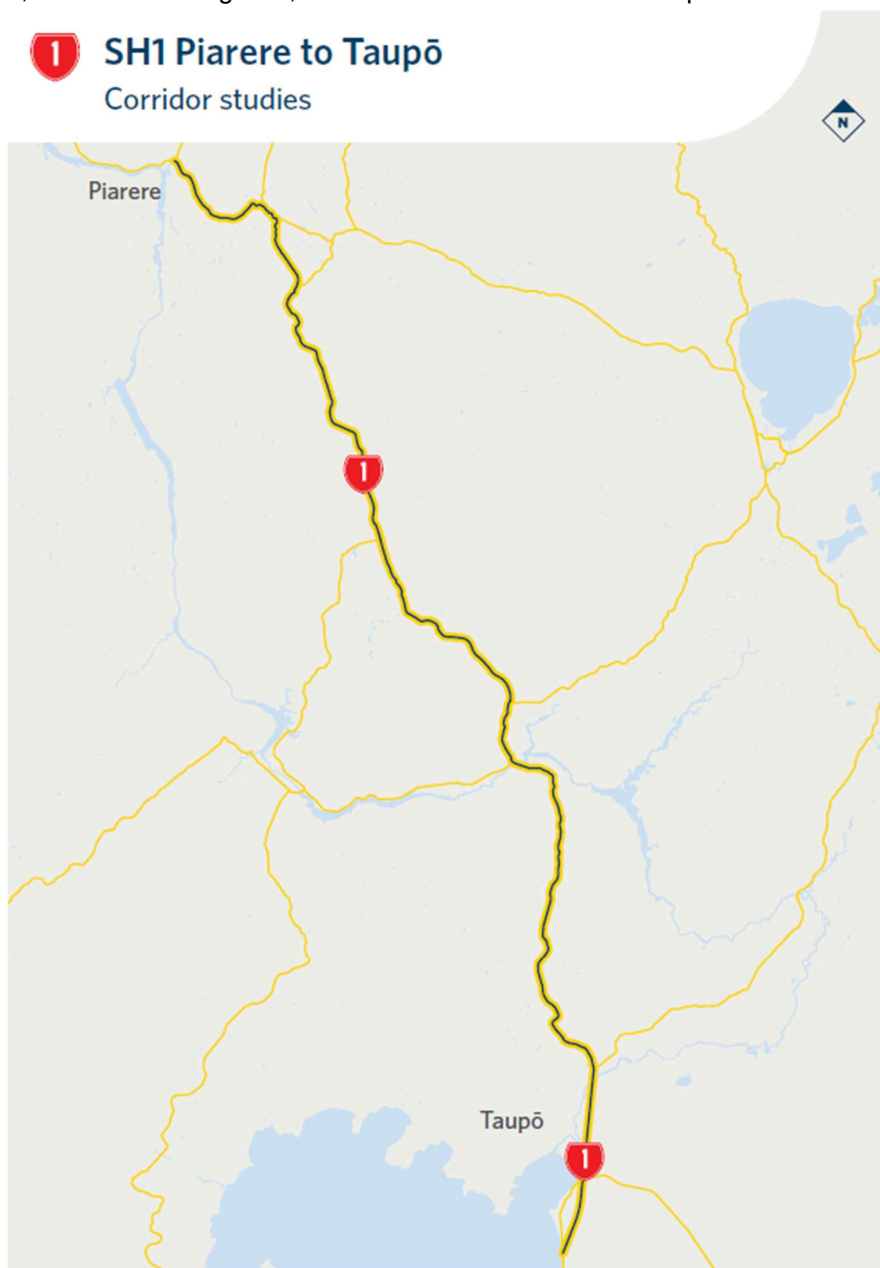
SH29 is the preferred route for road-based freight between Tauranga and Auckland. SH29 has a low safety record, poor resilience and a higher cost of travel due to the gradients over the Kaimai Range. The 2017 corridor business case included operational and capital improvements which were safety focused to improve DSIs and improve freight reliability on that route.



Draft GPS 2024 – Strategic Investment Programme

SH1 Piarere to Taupō

The level of service along SH1 between Piarere and Taupō varies significantly and is out of keeping with its classification as a national (high volume) highway. The 2017 corridor business case included a strategy of operational and capital improvements, including improved emergency management, maintenance regimes, traveller information and township amenities.



Draft GPS 2024 – Strategic Investment Programme

SH1 Taupō to Desert Road

The journey between Taupō and Waiouru is one of the most variable and least approachable sections of SH1 and provides an inconsistent level of service. The 2017 recommended programme aimed to address road user safety and provide a reliable and efficient corridor commensurate with the route classification and wide range of users.



Draft GPS 2024 – Strategic Investment Programme

SH1 Christchurch to Ashburton

Travel movements between Christchurch and Ashburton have risen significantly, and the Christchurch to Dunedin Corridor Management Plan considered corridor pressures, intervention triggers and appropriate levels of investment related to safety. Further work is needed to review the corridor to determine what is needed to support safety, resilience and growth.



Draft Government Policy Statement on land transport (GPS) 2024

Release of draft for consultation – August 2023

Frequently Asked Questions

About the GPS

What is the GPS?

The GPS is the Government Policy Statement on land transport. It outlines what the Government wants to achieve in land transport, and how it expects to see funding allocated between types of activities (for example, roading, public transport and road safety) across the land transport system.

Each GPS sets out the priorities for a 10-year period and is updated every three years.

What is in the GPS?

The GPS guides Waka Kotahi and local authorities on land transport investment.

The GPS describes:

- the results the Government wishes to achieve from its investment in land transport through the National Land Transport Fund (NLTF) over the next ten years
- how much funding will be provided to the NLTF for Waka Kotahi to allocate to transport investments
- how the NLTF funding will be raised
how the government wants NLTF funding to be allocated across areas of investment known as activity classes (for example, safety, state highway improvements, walking and cycling improvements).

Where does the money outlined in the GPS come from?

The GPS provides guidance to Waka Kotahi on how the NLTF should be spent. The NLTF is largely made up of revenue from fuel excise duty and road user charges.

Smaller amounts of NLTF revenue come from motor vehicle registration and licensing fees, the sale of surplus land and property, road tolls and freight rail track user charges.

The draft GPS 2024 is proposing that additional Crown funding and financing will be injected into the NLTF over 2024/25 – 2026/27.

The NLTF funds transport projects, often with the support of co-investment from local government for projects that benefit their communities.

How does the GPS inform which projects get funding?

The GPS sets the strategic direction and the funding envelope and provides guidance on how to invest the NLTF. Waka Kotahi has responsibility for which projects or investments can get funded through the development of the National Land Transport Programme (NLTP), which gives effect to the GPS.

To be considered for funding from the NLTF, an activity or transport project needs to be referenced in a Regional Land Transport Plan (RLTP). RLTPs are developed by local authorities and identify investment priorities at a regional level and must be consistent with the GPS.

Why do we need the GPS?

Transport investments have long lead times, high costs and leave long legacies. Transport planning and investment need to be guided by a long-term strategic approach, with a clear understanding of what outcomes the Government is seeking to achieve. The GPS influences decisions on how money will be invested and guides local government and Waka Kotahi on the type of activities that should be considered for inclusion in RLTPs and the NLTP.

GPS 2024

When will GPS 2024 take effect?

GPS 2024 will take effect from 1 July 2024, and replaces GPS 2021.

What are the strategic priorities in the draft GPS 2024?

The results the Government wishes to achieve from NLTF investment are expressed via a set of strategic priorities and a strategic investment programme. The strategic priorities for the draft GPS 2024 are:

- maintaining and operating the system
- increasing resilience
- reducing emissions
- safety
- sustainable urban and regional development.
- an integrated freight system.

What is the strategic Investment Programme and what projects are included in it?

The draft GPS 2024 signals a Strategic Investment Programme containing several projects that the Government considers will help advance the strategic priorities in the draft GPS 2024. These are:

- Warkworth to Whangārei – State Highway 1, including:
 - Te Hana to Brynderwyns
 - Warkworth to Wellsford
 - Whangārei to Brynderwyns
- Auckland Northwest Rapid Transit
- Auckland rail third and fourth rail mains
- Avondale to Onehunga rail link
- Level crossing removal programme
- Golden triangle electrification
- Cambridge to Piarere – State Highway 1
- Tauranga to Tauriko – State Highway 29
- Wellington CBD to Airport – State Highway 1 – Second Mt. Victoria Tunnel and Upgrades to Basin Reserve/Arras Tunnel
- Wellington CBD to Island Bay – Mass Rapid Transit
- Napier to Hastings – State Highway 2
- Nelson (Rocks Road) shared path – State Highway 6
- Nelson – Hope Bypass – State Highway 6
- Christchurch Northern Link – State Highway 1

- Ashburton Bridge – State Highway 1

For non-rail projects, decision rights for funding from the NLTF rest solely with Waka Kotahi. The authority to approve a Rail Network Investment Programme (RNIP) and NLTF funding for an RNIP sits with the Minister of Transport.

By highlighting these projects, the Government expects that their strategic importance will be given particular consideration during NLTP development, given their alignment and potential impact on the wider government priorities outlined in the GPS.

What has changed since GPS 2021?

The draft GPS 2024 builds on the strategic priorities of GPS 2021, including supporting improved transport choice, improving safety, improving freight connections and reducing the impact of travel on our environment. It proposes a strengthened focus on resilience, recognising recent flood and weather-related recovery efforts.

The draft GPS 2024 includes a new strategic priority for maintaining and operating the system. This reflects the need to manage our current roading network and operate existing public transport services. There is also a new sustainable urban and regional development priority, which emphasises the need for our cities and towns, large and small, to have transport networks that are fit for the future, and that promote integrated land-use and transport planning.

Will local government and Waka Kotahi have time to incorporate the GPS into their plans?

The Government is releasing the draft GPS 2024 now to provide Waka Kotahi, local government and the sector with an indication on what activities to include in their transport planning and funding strategies.

The final GPS is required to be released by July 2024, and the current consultation process will allow us to meet that timeframe.

Funding

How much funding is forecast under the draft GPS 2024?

The draft GPS 2024 signals the Government's transport priorities and guides investment in land transport of \$60 billion over a 10-year period. This is made up of \$6 billion from the NLTF per annum, and is supported by \$1.5 billion from local government, each year. In addition to this the Government has committed a further \$10 billion Crown funding over the next decade.

What changes to NLTF revenue are being proposed through the draft GPS 2024?

The Government recognises the significant cost pressures that the NLTF is facing and proposes to increase revenue by \$5.3 billion from \$15.5 billion in 2021/22-2023/24 to \$20.8 billion in 2024/25-2026/27, an increase of 34 percent.

To increase revenue in by \$5.3 billion, we require a funding package of \$7.7 billion. This is because revenue over 2021/22-2023/24 was propped up by a \$2 billion Crown loan.

The proposed \$7.7 billion funding package is made up of:

- Semi-regular increases in fuel taxes for three years (\$1.4 billion), consistent with historic

- norms prior to 2020
- Crown funding and financing (\$6.3 billion) to limit cost pressures on household and business budgets

The \$6.3 billion of Crown funding and financing includes a contribution of \$500 million of the Climate Emergency Recovery Fund, transferring the traffic infringement fee revenue to the NLTF, \$2.4 billion of direct Crown funding and a \$3.1 billion Crown loan.

Why are you proposing to raise fuel taxes?

Given the real cost pressures facing households and businesses, the Government is proposing a 2 cent increase in petrol taxes and equivalent increase in road user charges on July 2024 and again in January 2025. This will be followed by 4 cent increases on July 2025 and again in July 2026. To keep the increases as small and gradual as possible, we are also proposing to top up the NLTF with other Crown funding over the next three years.

Contributions to the NLTF through Fuel Excise Duty and Road User Charges do not automatically increase to keep up with cost pressures. This means as costs increase or emergency events occur, we have to either find ways to do more with less or increase Fuel Excise Duty and Road User Charges.

A 2 cent increase would add 44 cents a week to the average motorist's spend, increasing to \$2.64 per week at 12 cents by July 2026. These increases would generate around \$1.4 billion in revenue over three years, dedicated to improving our transport network.

How will the draft GPS 2024 ensure value for money?

The draft GPS 2024 outlines how value for money should be considered, looking beyond the traditional economic value to the standards, practices, capabilities and strategic alignment of investment. A performance framework will be established to support monitoring of value for money.

What are you doing to ensure there is enough revenue in the land transport system?

The land transport funding system is facing significant pressure due to rising demands and costs. This includes historic deferral of maintenance, increasing severity and frequency of extreme weather events, workforce pressures, and a period of heightened inflation.

The Government has provided additional funding to meet these pressures in the short term. Longer term, a project is already underway to look at the future of revenue in the transport system, and it is considering how to make the system more sustainable in the context of climate change and increasing cost pressures.

Draft GPS 2024 – Details

Are there any new activity classes in the draft GPS 2024?

The draft GPS 2024 proposes a new activity class for inter-regional public transport, which will play a crucial role in achieving the government's emissions reduction targets. This activity class provides for investment in existing and new inter-regional services, encouraging regional councils and unitary authorities to work together to expand and improve the inter-regional public transport service offerings.

The Safety Activity Class proposed in the draft GPS 2024 represents an update to the Road to Zero Activity Class introduced through GPS 2021. Investment through the Safety Activity Class will be targeted towards interventions that support reductions in deaths and serious injuries, including in

Road Policing, Automated Enforcement, and Road Safety Promotion.

Safety infrastructure and speed management will now be funded from the State Highway Improvements and Local Roads Improvements Activity Classes. This will better integrate the wider network and deliver a wider range of outcomes. In addition, many safety investments occur as part of investments in other activity classes. For example, intersection improvements, wider road shoulders, rumble strips, and improved skid resistance.

How does the Emissions Reduction Plan impact the GPS?

Reducing transport emissions is critical for reaching New Zealand's net zero emissions target by 2050. In 2019, transport was responsible for 39 percent of carbon emissions and 17 percent of New Zealand's total gross emissions, with most of these emissions coming from light vehicles (eg, cars) with internal combustion engines.

Under the Emissions Reduction Plan (ERP), we need to reduce transport emissions by 41 percent (from 2019 levels) by 2035 and reach net zero emissions by 2050.

Reducing emissions is a strategic priority of the draft GPS 2024. The draft GPS 2024 outlines the Minister's expectations for Waka Kotahi to manage the risk that NLTF investment conflicts with emissions reductions objectives.

Why is rail/coastal shipping being funded by road users?

Investment from the NLTF will help make rail and coastal shipping a more competitive way of carrying freight. This should help reduce the number of trucks on the roads. Road users will also benefit from reduced emissions, more resilient freight options, safer roads with fewer trucks and less damage to roads.

Track user charges from rail operators also contribute to the NLTF.

How will the draft GPS 2024 support the efficient movement of freight?

The draft GPS 2024 has been developed alongside the draft Freight and Supply Chain Strategy and the New Zealand Rail Plan. In addition, the ERP has a number of actions relating to decarbonising the freight sector including providing funding to support the freight sector to purchase zero- and low-emissions trucks.

The Low Emissions Transport Fund has already begun co-funding a range of initiatives to accelerate transport decarbonisation. So far, funding has been provided for battery-swap electric truck technology for milk tankers and concrete mixers.

Maritime transport will play an important role for our economy to increase the resilience of our supply chains and to achieve our goal of reducing emissions from freight transport.

Feedback and next steps

What are the next steps and when will the final GPS 2024 be available?

We're releasing the draft GPS 2024 as a signal to the sector and to help with their strategic planning. We expect to release the final following the election.

How do I provide feedback?

Public consultation on the draft GPS 2024 is now open, please visit [The Ministry of Transport website](#) to provide your feedback via our questionnaire.

Feedback on the draft GPS 2024 closes at 5pm on 15 September 2023.

If you have any questions contact us on GPS@transport.govt.nz

ADOPTION OF CCTV POLICY FOR CONSULTATION

To:	Infrastructure Committee
Meeting Date:	Tuesday 5 September 2023
From:	Andrew Cameron – Chief Risk Officer and GM - ICHL, and Rhiannon Suter – Manager Strategy, Policy and Engagement
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date:	Thursday 31 August 2023
Open Agenda:	Yes

Purpose and Summary

The report provides the committee with the draft CCTV Policy for adoption for consultation.

Recommendations

That the Infrastructure Committee:

1. Receives the report "Adoption of CCTV Policy for Consultation".
2. Agrees to consult the community on the draft CCTV Policy.
3. Adopts for consultation the draft CCTV Policy (Appendix 1 -- A4746329).
4. Notes the draft updated Privacy Policy (Appendix 2 - A4783866).

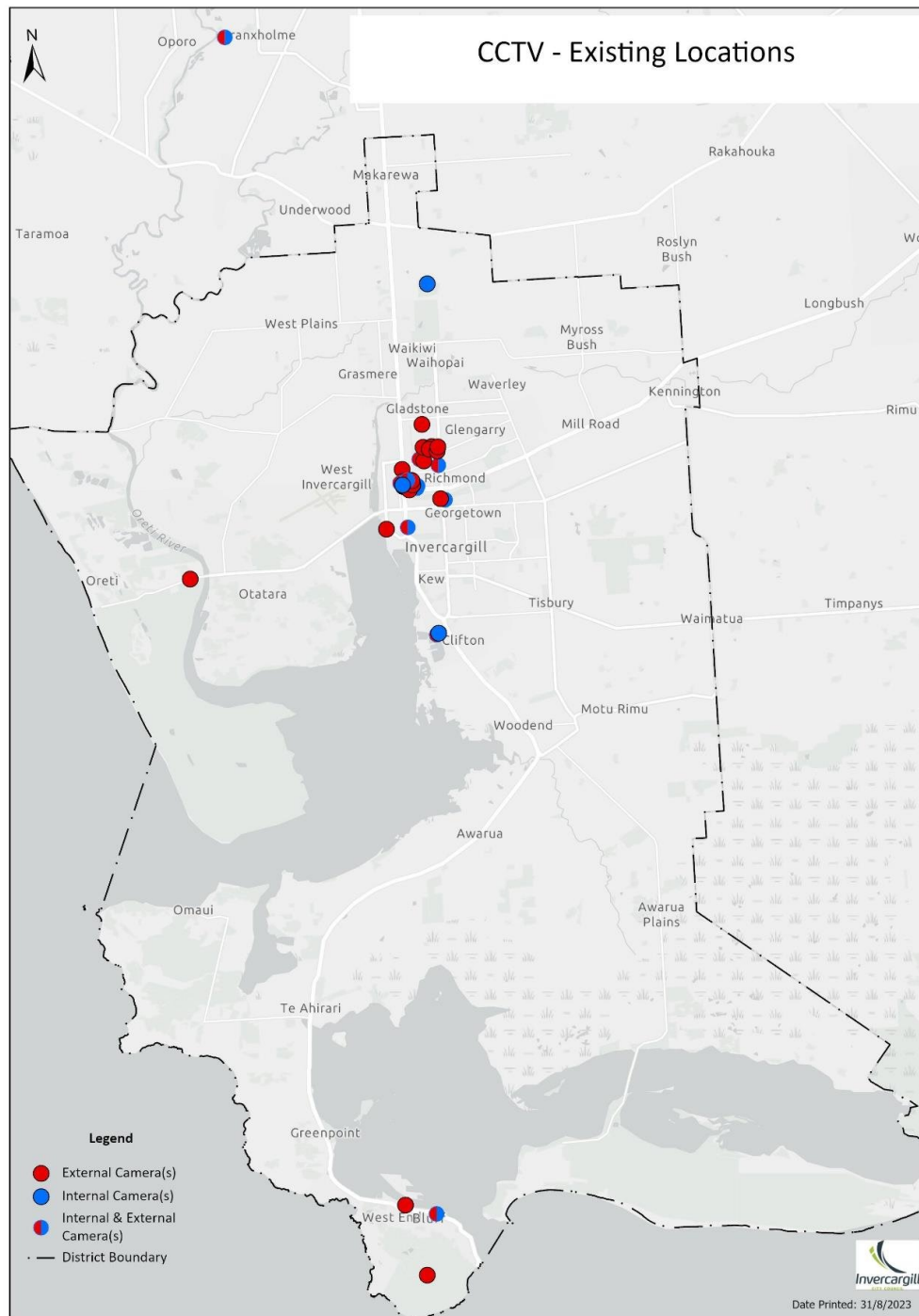
Background

Council presently owns approximately two hundred cameras in various locations throughout the Invercargill District, mostly in Council buildings and the parks. The system has developed over time, meaning that there are now several different products, networks and systems in use, not all of which are able to be connected with each other. A number of the cameras owned by Council are not working, and there has been a lack of consistency around both the operation of cameras, and the documentation of matters relating to Council's privacy obligations.

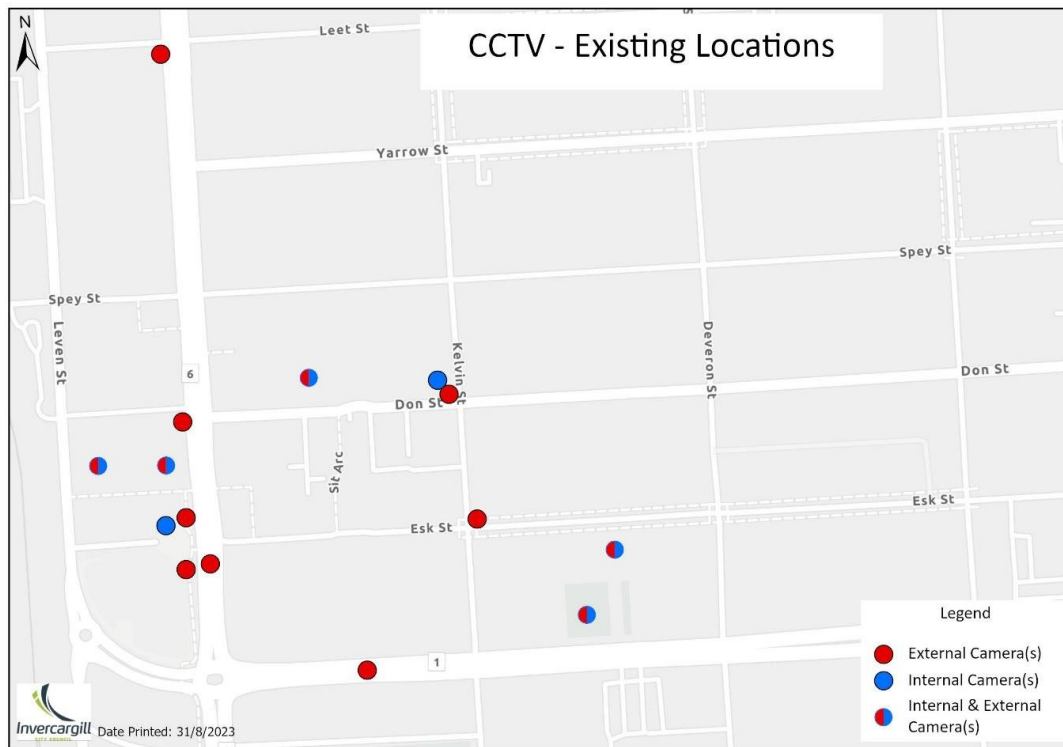
In addition, Council has been working with community stakeholders and industry experts to review and extend the CCTV available within the Invercargill City district. External consultants have been commissioned to do a scoping and planning exercise and to help implement a new CCTV system. It is hoped that the first of the new cameras will be installed in quarter two of the current financial year. A substantial budget has been allocated to this project.

It is therefore appropriate to consider a new and comprehensive CCTV policy which addresses both the existing structures, and is future-proofed in anticipation of the further cameras to be installed. The proposed policy is intended to ensure that Council achieves its aims in relation to CCTV, makes the most of this budget for the people of Invercargill, manages the data collected appropriately, and mitigates the associated risks.

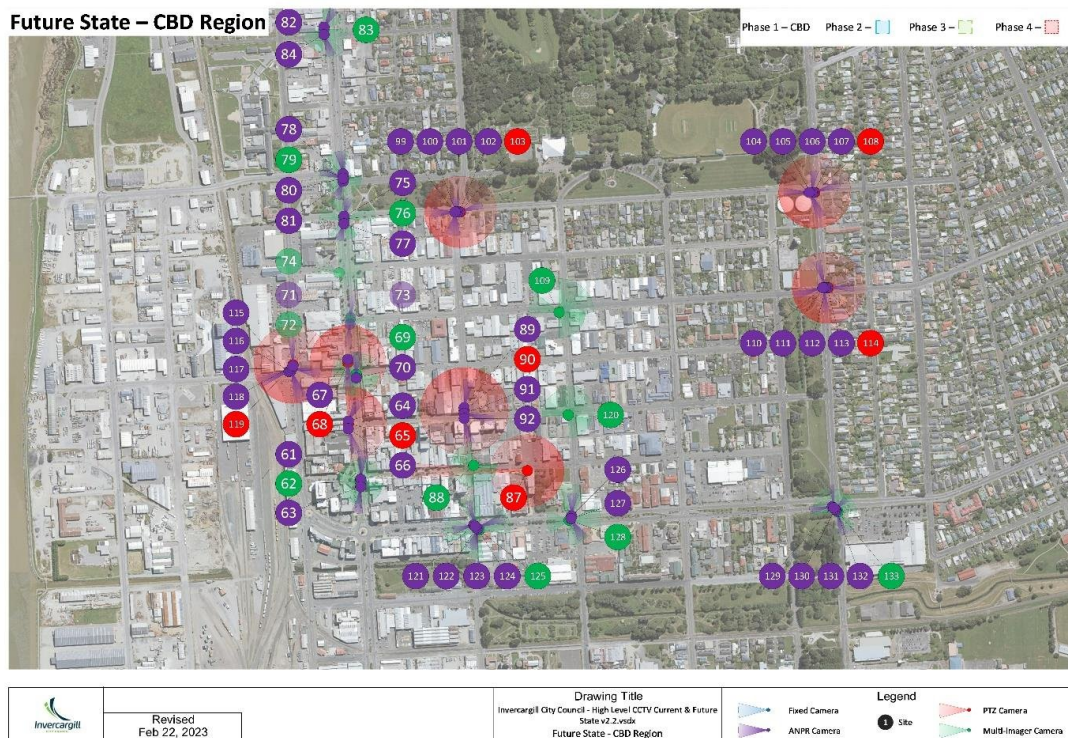
Existing CCTV In The Invercargill City District



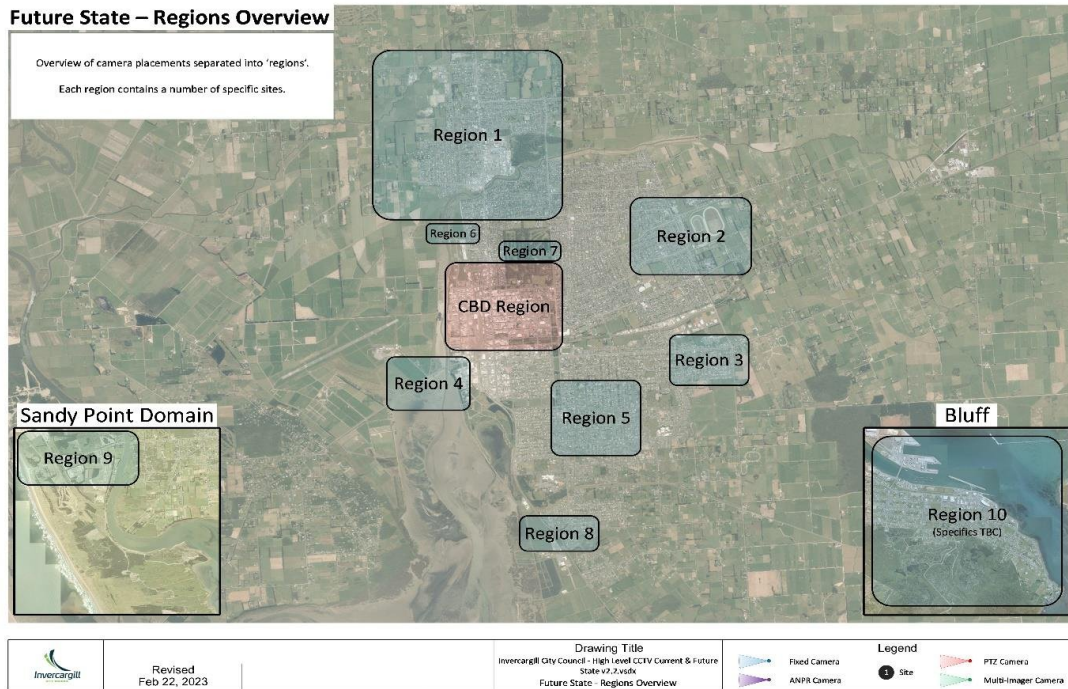
Existing CCTV In The City Centre



Initial Proposed Locations For New CCTV In City Centre



Proposed Future Regions For CCTV Coverage



Issues and Options

Analysis

Council has been operating CCTV for some time without a standalone CCTV Policy (instead using Council's Privacy Policy which has a number of sections specifically addressing CCTV and body-worn cameras). However, it is recommended that the more comprehensive policy as developed is more appropriate for on-going risk management.

The current approach to managing CCTV is not ideal to ensure compliance with the Privacy Act 2020 (the "Privacy Act") and manage the risk of a legislative breach. Although there have been no known privacy breaches to date, the lack of consistency, documentation, procedures and record-keeping exposes Council to unnecessary risks.

It is accordingly proposed that various new procedures be introduced including:

- Confirmation of training;
- Clear definition of which people within Council are able to do specified tasks in relation to CCTV;
- Record keeping of who has access to what equipment and when;
- Clear procedures around how the equipment is to be used and operated.

It should be noted that, strictly speaking, it is incorrect to refer to the camera systems used and proposed to be installed in future by Council. CCTV (meaning Closed Circuit Television) is really a legacy term that refers to a specific type of technology that is increasingly redundant. Even currently the cameras used by Council are not all, strictly speaking, "closed circuit". However, the phrase "CCTV" is widely understood by most people, and the policy

includes a broad definition of the term to ensure that as technology evolves the policy continues to apply to the systems used by Council.

Significance

The issue is of medium significance. Council already operates CCTV under existing policy, so this is not an entirely new venture, although the scale is bigger than what we have had previously and the new cameras have potential new functionality. The issue is of importance to Council, and is expected to be of interest to a wide range of community members. Consequently it is the recommendation of staff that we consult on this policy as part of the City Block consultation. This will be an opportunity for the public to get an update on the project and share any views they have.

Options

This policy has been drafted in order to provide protection and risk mitigation to Council in the operation of CCTV and other cameras. The following matters were given particular consideration.

Purpose Of CCTV

It is a basic principle of privacy law that personal information may only be gathered for a clear and specific purpose, and it may only then be used for that stated purpose. Council has multiple reasons for wanting to expand its CCTV capabilities. The "Purpose" section of the policy attempts to capture those reasons, and anticipate as far as possible why Council may wish to gather CCTV footage now and in the future. At the same time, it is important not to draft these purposes so widely as to render them meaningless.

Installing New Cameras

A privacy checklist will be developed and used any time the network is proposed to be expanded. Completing this form and recording the decisions is going to be a very helpful record showing that Council is aware of and adhering to its privacy obligations in this area.

Access To Live Feed By Police

Currently Police have access to some of Council's live CCTV cameras, though it is understood that this footage is of low quality in some cases, and of limited use. The terms of this access, and any Privacy Act compliance is also unclear. The potential for an upgraded CCTV system to enable better access to live footage for Police is something that is currently being explored. Should Council decide to pursue this option and provide live feed to Police, it is strongly recommended that Council ensure it enters into a Memorandum of Understanding with Police, which would clearly cover the respective privacy duties.

Storage

At this stage it is expected that CCTV footage will continue to be stored securely by Council, as is currently the case. However, for a number of reasons Council may wish to use third party products or services for storage. In this case it will be extremely important that Council is able to satisfy itself that it will be able to continue to meet its Privacy Act obligations while using any such service. It is not a defence to an alleged privacy breach that the "fault" lay with a third party product or service.

Access To Recorded Footage

It is good practice to keep records outlining who is trained and permitted to do various tasks relating to CCTV, and when they do so. To that end it is suggested that new internal documentation should be developed to assist in this record keeping.

New Documents And Procedures

In order to minimise the risk of accidental privacy breaches, various new documents have been suggested or anticipated in the policy. These include: an up to date map of all fixed CCTV locations to be published on the Council website; a public facing list of levels of privileges which an individual can hold with regards to access to and involvement with CCTV; a public privacy statement on the website which specifically addresses CCTV; and a formal request form for copies of recorded materials, which crucially will require an applicant to state why they believe they are entitled to see that footage. All of this will assist with Council managing its risks in this area.

Privacy Policy Update

If and when Council adopts a standalone CCTV policy, certain provisions of the existing Privacy Policy will become obsolete. A draft updated Privacy Policy is provided for Council. It will be presented for adoption at such time as the new CCTV policy is also presented for adoption.

Community Views

Feedback from several sources including a key stakeholder working group has indicated broad enthusiasm from the public for the extension of CCTV in the district. Police have indicated that traffic cameras in particular would be of great assistance to them in their activities also.

The use of CCTV and the details of our policy around this will likely be of interest to most if not all residents of the Invercargill district. It is proposed that consultation on the draft Policy take place between 8 September to 10 November, as part of the wider consultation on other aspects of our cityscapes and development. Relevant documents will be available online at letstalk.icc.govt.nz, at Te Hīnaki Civic Building, the Bluff Service Centre, and the Invercargill Library.

Implications and Risks

Strategic Consistency

This policy helps Council achieve its community outcomes of a safe city, and aligns with the objectives of the current Long-term Plan.

Financial Implications

The capital costs of updating and implementing new CCTV have already been provided to Council.

The operational costs, including those associated with operating and maintaining the new system, including in terms of staff time, storage of the data, repairs and maintenance have not been ascertained at this time. There may be costs involved in training various Council personnel. There are also various legal requirements with regards to signage of CCTV, and new signs will have to be installed in various locations to comply with these.

Legal Implications

By operating CCTV cameras, (and indeed every time Council collects personal information about individuals) Council immediately incurs obligations under the Privacy Act. This policy has been carefully reviewed for compliance with those obligations.

Climate Change

There are no particular climate impacts arising from this policy.

Risk

The biggest risk presented by CCTV is around the potential for breaches of the Privacy Act.

Whilst the use of CCTV by Councils around New Zealand is widespread, and a great number of them provide footage to Police by various means, it is not immediately clear that it is simple to do this without breaching privacy obligations.

Advice has been sought from the Privacy Commissioner, and through Local Government New Zealand, but none has been forthcoming aside from what is published on their website (which is geared towards small businesses rather than public entities). There are statements which suggest that installing CCTV for the purposes of assisting Police in solving crime is an anticipated use of CCTV. Conversely there are also statements which seem to require that CCTV only ever be installed for a particular business purpose of the organisation, and it is not correct to say that solving crime is a business function of Council.

This policy has therefore been drafted to attempt to address and mitigate these risks as far as possible.

An initial privacy impact assessment has been completed. As long as Council can be satisfied that it has in place controls around the use and access of any information collected by third parties, and internally, the Privacy Officer is satisfied that Council is able to meet its privacy obligations. The privacy checklist mentioned above will serve as an ongoing privacy impact assessment tool to assist with ongoing compliance.

Next Steps

Following adoption for consultation, consultation will commence on 8 September. Hearings are planned for 7 November. While the consultation is underway, staff will work on finalising the various documents outlined in this report, identifying the roles which will be affected, and preparing relevant training.

Attachments

1. Appendix 1 - Draft CCTV Policy (A4746329)
2. Appendix 2 - Draft updated Privacy Policy (A4783866).



CCTV POLICY

Effective from DD Month YYYY

Purpose

Council owns and operates a number of CCTV cameras at a number of locations around the Invercargill City District. The cameras have been set up for several purposes, including:

- Enhancing public safety and community wellbeing by deterring and preventing criminal and antisocial behaviour in public places throughout the district.
- Assisting other agencies, including the Police where appropriate, by detecting and providing evidence of potential criminal or other activity.
- Improving staff security in their interactions with the public, in relation to health and safety matters, and in civil defence situations.
- For business improvement, training and quality control in relation to cash handling and other transactions, and for monitoring how busy the front desk is so that staff can be deployed appropriately.
- Assisting Council with its regulatory functions, including by monitoring compliance with regulations, bylaws and other legislation.
- Protecting Council assets including buildings and infrastructure, including monitoring for trespass.
- Managing traffic and monitoring traffic movements in particular areas, including through vehicle and pedestrian counting.

By setting up CCTV cameras, Council incurs obligations under legislation including the Privacy Act (2020). This policy has been developed to explain how Council will operate and use its CCTV network, and ensure adherence to its privacy obligations. This CCTV Policy is to be read in conjunction with Council's Privacy Policy.

Scope

This policy applies to all cameras and similar monitoring devices used, owned, operated or managed by Invercargill City Council, including those in and around Council owned or operated buildings and facilities, body-worn cameras on Council staff, and other cameras that have been installed in public areas for general crime prevention and community safety purposes.

This policy applies to all Council employees, elected members, contractors of Council, and others involved in the authorised operation, maintenance and use of Council cameras.

Definitions

CCTV	In this policy, the phrase “CCTV” is used to mean any type of camera, recording device, or other related technology. It is recognised that CCTV is a legacy term, specific to an increasingly redundant technology. However, it is widely understood to refer to the types of surveillance and monitoring technologies with which this policy is concerned.
Council	Invercargill City Council
Privacy Act	Privacy Act 2020

Camera locations

CCTV Cameras are located throughout the Invercargill City District, on roads and state highways, and at Council owned and/or operated buildings and venues including Te Hīnaki Civic Building, the Civic Theatre, Invercargill Library, Splash Palace Aquatic Centre, Queens Park, Animal Care Facility, He Waka Tuia and the Bluff Service Centre. A full list of fixed camera locations and maps depicting the same are available on the Council website. Before placing new cameras Council must consider the matters identified in the CCTV Privacy Checklist Guidelines.

Each camera is placed in a location determined by Council to clearly achieve the purposes of the system as outlined above. They must not interfere with the usual use of that space.

New cameras will only be installed if Council is satisfied that they are necessary to achieve the purposes of the CCTV system, and if budget so allows. Refer to the Privacy Checklist for New Cameras. The location of any new cameras will be added to the website.

Fixed cameras will only be positioned to observe public locations or Council owned facilities. They will not be positioned to capture images of:

- Private spaces within public areas (such as changing rooms or bathrooms)
- Private residences (except incidentally or unavoidably as part of a wide angle shot or while panning past)
- The insides of buildings (except Council owned buildings)

Body-worn cameras are also used by certain Council officers (such as Parking Wardens or Animal Control Officers) to record interactions while carrying out their official duties. When used the Council officer will inform the individual with whom they are interacting that the wearable camera is in use. Refer to the Invercargill City Council Wearable Video Camera Guidelines.

The use of UAV's is governed by the Civil Aviation Authority. Council has a policy for the use of UAV's in its parks and reserves. Council when using drones for commercial purposes must comply with the Civil Aviation Authority Rules and ensure compliance with the Privacy Act.

Operation of cameras

Cameras capture video images only, not sound. They will operate for the minimum amount of time necessary to achieve their purpose (which may mean constant monitoring in some cases).

Signage

All areas covered by fixed CCTV cameras will be clearly signposted. The signs will:

- Be of a size and design to be readily visible to people entering the vicinity;
- Clearly communicate that cameras are or may be operating;
- Briefly describe why the CCTV system is being used (e.g., “crime prevention cameras in operation” or “traffic management cameras in operation”);
- State that the cameras are owned and operated by Council.

Detailed public notices will be placed on Council’s website to ensure the community is aware of the existence of CCTV.

Live monitoring

Monitors for live monitoring will be located in secure locations, so that only authorised and trained persons will have access to monitors. All access will be documented. Monitors will not be located in any position where they could be viewed by any unauthorised person.

In accordance with Principle 11 of the Privacy Act, Police may be given direct access to live footage on Council’s CCTV network. Council will ensure that there is at all times an operative Memorandum of Understanding with New Zealand Police which requires Police to comply with their privacy obligations in full.

Storage of footage

All information gathered through Council’s CCTV system will be stored securely at authorised Council locations. Footage is kept for no longer than necessary to achieve its purpose.

Any third parties whose services are used for storage of footage will be required to comply with the Privacy Act. No third party services or products will be used by Council unless it is satisfied that Council will be able to continue to meet its privacy obligations.

Use of footage

All recorded CCTV footage will be used strictly and solely for the purpose or purposes for which it was collected.

Access to recorded footage

Access to CCTV footage is strictly controlled to ensure the safety and security of this information.

Recorded footage of an individual and their activities is personal information and that individual has a right to view it in accordance with the Privacy Act. Requests by individuals for access to CCTV footage are treated as a request for personal information, and are

handled in accordance with the Privacy Act and the Local Government Official Information and Meetings Act 1987.

From time to time we may share recorded CCTV footage showing identifiable images of people. This will only occur if we were required to do so under any laws or regulations, or in the course of legal proceedings or other investigations. Footage may be shared with New Zealand Police or other public agencies. If Police or other agencies wish to access recorded CCTV footage, they are required to complete the CCTV Footage Request Form.

Council will take any alleged inappropriate access to CCTV footage very seriously, and investigate the circumstances fully. Access will be recorded and monitored to ensure footage is not used for any unauthorised purpose.

Roles and responsibilities

Individuals may be assigned viewing, access, retrieval, maintenance, and installation privileges depending on their role within Council. An up to date list of levels of approved privileges is available on Council's website at all times.

Complaints

Any complaint regarding any aspect of Council's CCTV should be made in the usual manner in accordance with Council's Customer Complaint Policy. Alternatively, if the complaint concerns a privacy matter, an approach can be made to the Privacy Commissioner.

Revision History:

Effective Date: XXXX 2023

Review Period:

This policy will be reviewed every six (6) years unless earlier review is required due to legislative change, or is warranted by another reason requested by Council.

Next Review Date:

XXXX 2029

Associated Documents / References:

Privacy Policy (A3616113)
Privacy Checklist for New Cameras (A4778210)
CCTV Footage Request Form
Map of CCTV camera locations
CCTV Privileges
Wearable Video Camera Guidelines

Supersedes:

Relevant sections of Privacy Policy

Reference Number:

A4746329

Policy Owner:

Chief Risk Officer



Privacy Policy

XX 2023

Purpose

Invercargill City Council (Council) is committed to ensuring that it follows best practice whenever it handles personal information and in doing so maintains the privacy rights of individuals.

Whilst this Policy sets out the responsibilities and procedures for the collection, storage, use, and sharing of personal information and has been prepared in accordance with all of the obligations and rights set out in the Privacy Act 2020 (the Privacy Act). Council's overarching principle is that personal information will only ever be collected for a lawful purpose connected with a Council function or activity, and only when that collection is necessary for that purpose.

This Policy is intended to be a resource for employees and a source of information for members of the public.

Scope

This Policy applies to all employees, elected members, and committee members of Council, including volunteers or people engaged or contracted under a contract for services (Contractors) for Council. The term "employee" will be deemed to mean all persons that are covered by this Policy.

Definitions

Personal information

Means information about an identifiable individual, and includes any information which discloses something about a specific individual. The information does not need to name the individual, as long as they are identifiable in other ways, such as through their home address or employee number.

As a result all sorts of things can contain personal information, including notes, emails, recordings, photos, and scans, whether they are in hard copy or electronic form.

Roles and Responsibilities

Privacy Officers

The delegated Privacy Officers for Council are the Chief Risk Officer and Manager – Quality Assurance, and are responsible for:

- the encouragement of compliance, by Council, with the information privacy principles;
- dealing with requests made to Council pursuant to the Privacy Act;
- working with the Commissioner in relation to investigations conducted pursuant to Part 5 of the Privacy Act in relation to Council;
- otherwise ensuring compliance by Council with the provisions of the Privacy Act.

The Chief Executive has the principal obligation to ensure this Policy and the Privacy Act are being complied with.

The Privacy Officers shall ensure compliance with this document. As required, but at least annually, the Privacy Officers shall report to the Chief Executive in accordance with the Governance Document Framework and Governance Framework.

Principles

Section 22 of the Privacy Act sets out 13 privacy principles that specify how information can be collected and used, and people's rights to gain access to that information and ask for it to be corrected.

Council understands that people need to be able to protect information about themselves, and will balance this right with the requirement to collect and hold certain information in order to carry out its functions.

These principles do not apply to public registers including the rating database (Section 11 Local Government (Rating) Act 2002), nor does it apply to the electoral roll required for Local Elections (as required by the Local Electoral Act 2001 – noting the ability for people to be on the unpublished roll).

Appendix A lists the 13 privacy principles and how Council applies them.

Customer Privacy Policy

What kind of personal information does Council collect?

The personal information we collect may include an individual's name, date of birth, address(es), email address, telephone number(s), gender, information on their use of our services or facilities and any other information provided by an individual in connection with, or specifically related to, their communications with us or their use of our services or facilities.

Collecting your information

We may collect personal information about an individual as set out below:

- Personal information may be collected when an individual or someone authorised by an individual to act on their behalf provides information to us directly. For example when they:
 - Apply for employment with us.
 - Correspond with us, whether in person, by letter, phone, text, email, instant messages or other means of electronic communication.
 - Complete and submit forms we provide for applications for consents, licences, approvals, permits, funding or other authorisations or for the use of any of our services or facilities, including signing up for and using our online services and apps.

- Prepare and submit a written submission, request or other feedback in relation to applications for consents, licences, approvals, permits, funding or other authorisations, or in relation to any form of draft or proposed plan, policy, bylaw or other document.
- Use any of our services or facilities.
- Subscribe to any of our newsletters or update services.
- Follow or post comments in response to our social media or other facilities, including but not limited to, Facebook, Instagram, TikTok, YouTube, etc.
- We may keep a record of any information that an individual acquires from us.
- We may monitor and record phone calls made to or by us for quality control or staff training purposes. If a call is to be monitored and/or recorded, the participants will be informed of this at the time of the call.
- We may collect personal information from other organisations, entities or persons, such as:
 - Our related organisations including Council Controlled Organisations.
 - Our suppliers which include organisations such as:
 - Land Information New Zealand
 - QV
 - Solicitors/conveyancers.
 - The New Zealand Police, credit reporting agencies and other organisations, entities and persons where individuals have expressly authorised them to provide us with information.
- When anyone visits one of our websites, we may utilise technology solutions such as browser cookies to collect non-identifying information about how our websites are being used. This information is only analysed on a bulk basis for aggregate website traffic usage and geolocation purposes. Additionally, internet service providers may record visits and log the information for statistical purposes. We do not attempt to identify individual users or analyse their browsing activities unless they choose to give us personal information while using our website.
- “Closed Circuit Television” (CCTV) and “wearable cameras” are used by Council for various purposes. See Council’s CCTV Policy for a detailed overview of how Council handles personal information obtained in this way.

Using the information we collect

The personal information that we collect may be used for any of the following purposes:

- To provide you with services or facilities, including:
 - those that have been requested; and
 - assisting our Council Controlled Organisations to provide such services or facilities to individuals.
- To positively confirm an individual’s identity. This is to avoid inappropriate release or use of information.
- To respond to correspondence or to provide individuals with information that they have requested.
- To process applications for any consent, licence, approval, permit or other authorisation.

- To process applications to use or to register for any of our services or facilities, including our online services.
- To respond to your requests, enquiries or feedback, or for customer care related activities.
- To provide individuals with information about our events, news, services or facilities, or the events, news, services or facilities of our Council Controlled Organisations that we consider may be of interest. Individuals will have the option of unsubscribing from these communications.
- To comply with relevant laws and regulations, including by commencing proceedings in Court.
- To carry out activities connected with the running of our operations such as personnel training, or testing and maintenance of computer and other systems.
- For any specific purpose which we notify you of at the time the personal information is collected.
- For general administrative and business purposes.

Sharing your information

We may disclose personal information about individuals to:

- Any person engaged by Council to provide products or services on our behalf, where that personal information is necessary for the provision of those products or services.
- Council Controlled Organisations, in order to assist with the functions and services that they provide.
- A third party if we are required to do so under any laws or regulations, or in the course of legal proceedings or other investigations.
- Any person who an individual authorises us to disclose their personal information to.
- Any person, if that information is held in a public register, e.g. information held on the rating information database.

What if an individual does not provide us with the personal information requested?

If an individual does not provide us with all of the personal information that we have requested, we may not be able to adequately respond to their correspondence, process any applications they have submitted, provide the services or facilities they have requested, process payments or otherwise deal with any requests or enquiries they have submitted.

In some circumstances, failure to provide information when requested may be unlawful, and/or result in legal consequences. These circumstances and the potential consequences will be explained to individuals when their personal information is collected.

Security and accuracy

We take reasonable steps to ensure personal information is:

- protected against loss, damage, misuse and unauthorised access. We restrict access to personal information to those individuals who need access to this information in order to assist us in performing our duties and obligations;
- accurate, up to date, complete, relevant, and not misleading.

How long we hold personal information

We may retain all personal information that we collect (on both our active systems and our archive systems), for as long as administratively necessary, in accordance with Council's information retention and disposal schedule.

The Public Records Act 2005 requires us to retain "protected records" indefinitely. In some circumstances, personal information may be included within a protected record, including submissions that an individual makes in relation to bylaws, annual plans, and regional planning instruments.

Accessing and correcting your personal information

Individuals may request confirmation of whether or not we hold any personal information about them and they may request access to any personal information that we hold by emailing us at service@icc.govt.nz, or otherwise contacting us at the addresses provided below. Once we have verified their identity we will provide them with such confirmation and access unless one of the grounds for refusal to do so under the Privacy Act applies.

Individuals may request that the personal information we hold about them be corrected by emailing us at service@icc.govt.nz. If we agree that their personal information is to be corrected we will provide them with an amended record of their personal information if requested.

Rights of access to and correction of any personal information we hold are subject to the procedures set out in the Privacy Act.

Compulsory notification of breach

Section 114 of the Privacy Act requires that the Commissioner must be notified of a notifiable privacy breach. A notifiable privacy breach is a privacy breach where it is reasonable to believe it has or is likely to cause serious harm. A privacy breach is defined as unauthorised access to, disclosure, alteration or loss of personal information.

When assessing whether a privacy breach is likely to cause serious harm the following must be considered:

- any action taken to reduce the risk of harm;
- the sensitivity of the information;
- the nature of the harm;
- any recipient of the information as a result of the breach;
- whether the information is protected by a security measure; and
- any other relevant matters.

Who you can contact for further information

If you have any queries about this Privacy Policy or personal data Council has collected, please contact Council's Privacy Officer.

Email address: service@icc.govt.nz
Postal address: Invercargill City Council
101 Esk Street Private Bag 90104
Invercargill 9840

AUTHORISED BY: _____ **DATE:** _____

Michael Day, Chief Executive

Revision History: A3616113
Reference Number: A4783866
Effective Date: XX 2023
Review Period: This Policy will be reviewed every six (6) years, unless earlier review is required due to legislative changes, or is warranted by another reason requested by Council.
Supersedes: Privacy Policy 2021
New Review Date: Xxx 2029
Associated Documents / References: Public Records Act 2005
Privacy Act 2020
CCTV Policy 2023
Policy Owner: Chief Risk Officer

ACTIVITIES REPORT

To:	Infrastructure Committee
Meeting Date:	Tuesday 5 September 2023
From:	Infrastructure Services Managers
Approved:	Erin Moogan - Group Manager - Infrastructure Services
Approved Date	Thursday 31 August 2023
Open Agenda:	Yes
Public Excluded Agenda:	No

Purpose and Summary

This report provides an update on a wide range of activities across Council.

Recommendations

That the Infrastructure Committee:

1. Receives the report "Activities Report".
2. Notes the transition work underway on the new roading maintenance contract.
3. Notes the potential increase in Housing Care applications due to changes with Presbyterian Support Services rental units.
4. Notes the Three Waters Renewals Programme update now included as part of this report.

New Roothing Contract Transition

Transition workflow is well underway within our roading maintenance team, as we transition from the old C979 to the new C1167 contract with our maintenance contractor Fulton Hogan.

This is a very busy time, as operational stakeholders collectively work together to understand delivery expectations and what defines success across our network.

Stormwater Upgrade – Dee Street

Critical stormwater network upgrades are continuing southwards and have reached the Dee Street – Herbert Street intersection.

This means the traffic lights at the Herbert Street intersection are not in use for traffic at this time, and have been replaced with a temporary Give Way. Pedestrians are still able to use the crossing lights.

Westbound traffic on Herbert Street can only turn left. Traffic cannot turn into Herbert Street from Dee Street. Alice Street is not accessible from Dee Street.

Duke Street and Lewis Street are still closed at the Dee Street end, however, Hollywood Terrace is open once more.

Our contractor is expected to move through to Herbert Street in October and is expected to finish the works on Dee Street by the end of September.

Civic Administration Building Lift Upgrades

Preventative maintenance has recently been carried out on both lifts in the Civic Administration Building involving replacement of lift ropes which were nearing the end of their useful life. This work was identified as part of a regular scheduled maintenance check.

New Cleaning Contract

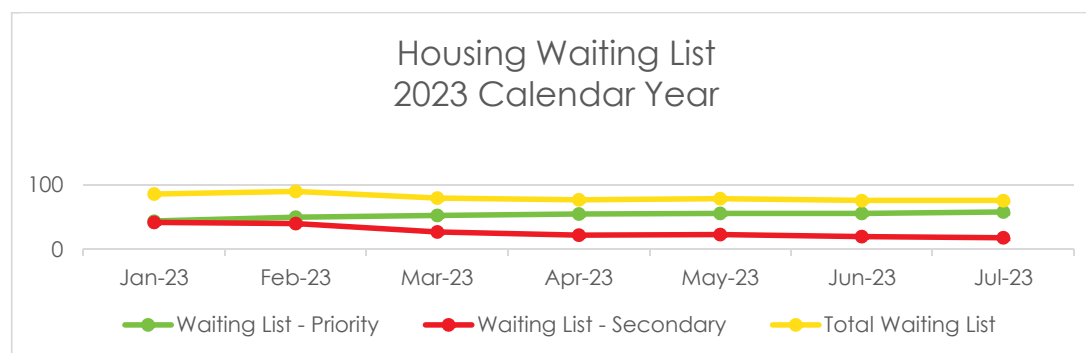
Tenders closed for the Cleaning Contract on 31 July 2023 and tender evaluation has been completed. Negotiations are underway with the preferred contractor to ensure a seamless commencement to the contract, scheduled for 1 October 2023.

WasteNet Change of Contractor

WasteNet is currently working through a due diligence process following the proposed sale of Bond Contracts Limited to WasteCo NZ. A staff report is expected to go to the Waste Advisory Group for endorsement on 11 September 2023.

Aged Care Housing Snapshot – July 2023

4	Housing Applications Received
11	Housing Enquiries Received
4	Housing Tenancies Vacated
1	Housing New Tenancies
76	Current Housing Waiting List (Priority and Secondary Combined)



Housing Waiting List	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23
Waiting List - Priority	44	50	53	55	56	56	58
Waiting List - Secondary	42	40	27	22	23	20	18
Total Waiting List	86	90	80	77	79	76	76
Applications Received	5	6	1	4	2	5	4
Enquiries Received	6	0	7	6	10	7	11
New Tenancies	1	0	1	0	2	1	1
Tenancies Vacated	1	1	2	0	2	1	4

Explanation to Trend

Statistics and graph are reconfigured to calendar year to show sufficient trending over past months. Waiting lists have remained constant with applications received equalling the vacancies although the recent information from Presbyterian Support Services regarding changes to their rental units at Peacehaven may result in an increase in applications.

Three Waters Maintenance Contract Snapshot - July

No major events to report this month.

217 Work orders issued.

71 Routine work orders issued, 53 complete and 18 due for completion in the month of August.

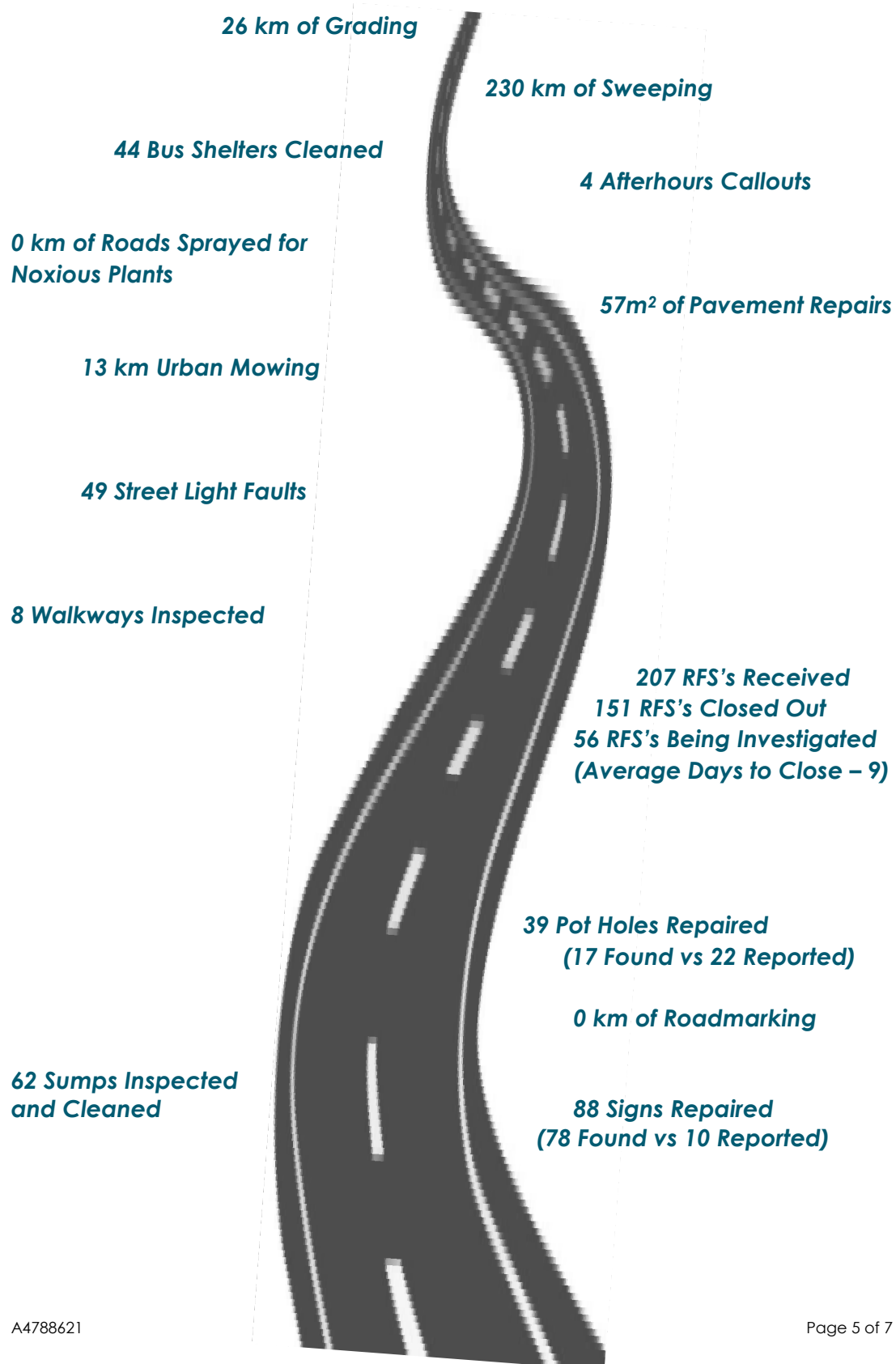
76 Planned work orders issued, 9 completed and 67 due for completion in the month of August.

49 Urgent work orders issued with 45 completed and 4 due for completion in the month of August.

21 Emergency work orders were issued with 20 completed and 1 due for completion in the month of August.



Road Corridor Maintenance Contract Snapshot – July



Three Waters Pipe Renewals - Programme Control Group - July 2023 Schedule																									
Projects						Construction Schedule										Original Plan		Updated Plan		Delay		RAG Color	Comment		
Project Number	Project Name	Phase	Contractor	Metres of Pipe Programmed	Construction/Design Progress	Mar 23	Apr 23	May 23	Jun 23	Jul 23	Aug 23	Sep 23	Oct 23	Nov 23	Dec 23	Jan 24	Feb 24	Mar 24	Apr 24	May 24	Jun 24				
Storm Water																									
100297	Dee St SW Renewal (Walhopai-Herbert)	Construction	Fulton Hogan	565	65	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div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Three Waters Pipe Renewals - Programme Control Group - July 2023 Financial											
Project Number	Project Name	Project Budget (original Forecast) 23/24	Committed	Spend to Date	Variation	Forecast to Go	Updated Forecast Project Cost	LTP Budget	Percentage Finished	RAG Color	Comment
Storm Water		\$ 4,140,914	\$ 1,037,897	\$ 389,551	\$ 70,000	\$ 3,751,363	\$ 4,024,914	\$ 3,140,000	12%		
100297	Dee St SW Renewal (Waihopai-Harbert)	\$ 1,413,258	\$ 1,037,897	\$ 259,405	\$ 70,000	\$ 1,153,853	\$ 1,413,258		18%	<div></div>	Variations: One extra 1200 Manhole, addition excavation work
100478	Deveron St SW Renewal (Gala-Spey)	\$ 125,000		\$ 121,746		\$ 3,254	\$ 9,000		97%	<div></div>	
	Leet Street SW Renewal	\$ 1,768,579		\$ 2,400		\$ 1,766,179	\$ 1,768,579				
100794	Deveron St SW Renewal (Don-Tay)	\$ 344,077		\$ -		\$ 344,077	\$ 344,077				
	Kelvin St SW Renewal	\$ 390,000		\$ 3,000		\$ 387,000	\$ 390,000				
100797	Dee St SW Renewal (Esk St)	\$ 100,000		3000		\$ 97,000	\$ 100,000				
Foul Sewer		3,663,630	-	12,050	-	3,651,580	3,663,630	4,104,000	0.3%		
100492	Kennington Wastewater Rising Main Renewal	136,000		\$ 1,300		\$ 134,700	136,000			<div></div>	
100798	Morell,Nelson St Rising Main Renewal	1,137,417		\$ 1,800		\$ 1,135,617	1,137,417				
100792	Doon St FS Renewa;	164,919		\$ 5,200		\$ 159,719	164,919				
	Leet St FS Renewa;	394,950		\$ -		\$ 394,950	394,950				
100782	Airport Ave FS Renewa;	762,363		\$ -		\$ 762,363	762,363				
	Leven St FS Renewa;	625,081		\$ -		\$ 625,081	625,081				
100793	Cargill St FS Renewa;	338,399		\$ 1,950		\$ 336,449	338,399				
	Kelvin St FS Renewal	104,500		\$ 1,800		\$ 102,700	104,500				
Water Renewals		\$ 3,680,880	\$ 2,008,831	\$ 12,350	\$ -	\$ 3,668,530	\$ 3,680,880	\$ 3,290,000	0.4%		
100353	Bluff Reservoir Outlet WM Renewal Portion B	\$ 1,342,120	\$ 1,255,604	\$ 1,950		\$ 1,340,170	\$ 1,342,120			<div></div>	
	Clyde St WM Renewal	\$ 612,481		\$ -		\$ 612,481	\$ 612,481				
	Leven St WM Renewal	\$ 506,035		\$ -		\$ 506,035	\$ 506,035				
	Don St WM Renewal	\$ 271,700		\$ -		\$ 271,700	\$ 271,700				
100780	Kirkwood Lane Riddermain Renewal	\$ 145,278		\$ 5,200		\$ 140,078	\$ 145,278				
100758	Kildare Riddermain Renewal	\$ 221,080	\$ 183,280	\$ 1,950		\$ 219,130	\$ 221,080				
100759	Rothsay Riddermain Renewal	\$ 118,157	\$ 106,917	\$ 3,250		\$ 114,907	\$ 118,157				
100757	Russel and Gladstone Tce (Albert to Grey St) Water Renewal	\$ 464,030	\$ 463,030	\$ -		\$ 464,030	\$ 464,030				
Total		\$ 11,485,424	\$ 3,046,728	\$ 413,951	\$ 70,000	\$ 11,071,473	\$ 11,369,424	\$ 10,534,000	3.9%		