## **Q&A for GPS 2021**

# What is the GPS?

It’s the Government Policy Statement on land transport. It’s a document required by legislation where the Government signals the level and type of investment expected in transport infrastructure (e.g. roads, rail) and services (e.g. bus services).

**What isn’t the GPS?**

The GPS cannot direct or guarantee funding for specified projects, like a certain bridge or road.

It can set funding ranges for types of activities, like walking and cycling, that will help achieve the outcomes that the government wants. The draft GPS 2021 also sets expectations for how Government Commitments, such as Let’s Get Wellington Moving package will be implemented.

Waka Kotahi NZ Transport Agency (NZTA) identify specific projects that it or councils put forward and decide which ones to fund in order to turn the GPS into investment on the ground.

As the GPS does not specify projects, we can’t say how much will be spent in a region or whether certain projects will get funding. NZTA determine this when they develop the National Land Transport Programme in response to the GPS and Regional Land Transport Plans.

**What is the relationship between funding and the GPS?**

The draft GPS provides guidance on how about $4.5 billion should be spent through the National Land Transport Fund each year. It provides signals for spending of a further $1.5 billion each year on land transport through local government investment.

The GPS guides NZTA and local authority investment in land transport by signalling:

* what the government wants the land transport system to achieve (by setting strategic priorities, and identifying ways to achieve them)
* how much revenue will be raised for the NLTF from fuel excise duty (FED), road user charges (RUC), and motor vehicle registration (“rego”)
* how the government wants the funding to be allocated across different types of land transport system activities (for example, roads, public transport, active transport, or road safety).

# What are the strategic priorities for GPS 2021?

# The strategic priorities for GPS 2021 are:

# Safety

# Better Travel Options

# Improving Freight Connections

# Climate Change

# Activity classes have been set to allow NZTA and local government to invest in these priorities.

# Have your priorities changed since GPS 2018? If not, why does the GPS look different?

# GPS 2021 builds on and consolidates the priorities of GPS 2018.

# Legally we have to review the GPS every three years. We could have left it untouched because we are still seeking a transport system that gives people choice about how they get to where they need to go, and supports them to do this in a way that is safe and reduces the impact of travel on the environment.

# However based on feedback from councils, we made some changes to try to make the GPS easier to use and understand. For example, councils told us that the previous priority of “Access” covered a lot of varied content. So we’ve tried to make specific priorities clearer by splitting it out into Better Travel Options and Improving Freight Connections.

# Government has also progressed its wider policy work since GPS 2018 was released. We wanted to update the GPS to reflect that. For example, you’ll see Road to Zero and Let’s Get Wellington Moving in GPS 2021.

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

Investment from the NLTF will help make these modes a more competitive way of carrying freight. This should help reduce the number of trucks on the roads. Road users will benefit from:

* Reduced emissions
* Safer roads with fewer trucks

# Track User Charges from rail operators are also being explored.

# How much funding is forecast under this GPS?

Total investment over the 10 year period will be $48 billion from the NLTF, supported by further investment by local government and the Crown, most notably the $6.8 billion for the transport projects in the NZ Upgrade Programme.

# What changes to petrol excise duty and road user charges are proposed?

No changes have been proposed or forecast in the work for this GPS.

# Can we afford to pay for everything in the GPS?

The draft GPS has been developed with close engagement with NZTAto understand the pressures and costs of proposed activities. The Government is confident that the commitments made by the draft GPS 2021 are affordable within forecast revenue.

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# Why were some activity classes removed?

Investment to deliver **Regional Improvements** already occur across a number of activity classes, and will continue to do so without the dedicated activity class.

The regional improvements activity class previously guaranteed funding for non-metropolitan regions, but these were typically high priority State Highway Improvements that could have happened without the activity class. Delivering all comparable projects through the same activity class ensures that there is sufficient funding to progress the highest priorities.

**Rapid Transit** is a form of Public Transport so is now included in the Public Transport Infrastructure activity class.

**Road Policing** and **Promotion of Road Safety** will now be delivered through the Road to Zero activity class. Delivering all safety projects from one activity class will allow clearer prioritisation between activities. For example, NZTAwill be able to assess the benefits of increasing road safety advertising against infrastructure upgrades.

**Demand management** was primarily where the mode shift strategy work was being led from. Any demand management activities will now be considered across all relevant activity classes.