

# The GPS 2018 at a glance...

## Why do we need a GPS?

New Zealanders pay Fuel Excise Duties and Road User Charges to support investment across the land transport network. This revenue, alongside some other more minor sources, is directed into the National Land Transport Fund [the Fund].

There is a lot of money available for transport investments. The Fund is projected to generate around \$3.7 billion per annum in 2018/19 to \$4.2 billion in 2027/28. It will also be supplemented by about \$1 billion a year of local government transport funding in the form of a local share.

The Government Policy Statement [GPS] on land transport influences how this revenue is spent. It helps guide investment in transport by providing a longer-term strategic view of how we prioritise things in the transport network, and why. Activity classes provide signals about the balance of investment.

The specific detail of which projects or programmes will receive funding is the responsibility of the NZ Transport Agency. The NZ Transport Agency uses the GPS signals to determine how to allocate land transport revenue across the network.

### How did we get here?

A draft GPS 2018 was developed after the Government was formed in November 2017. The draft GPS was released for engagement in April 2018.

A series of regional forums, a national Summit and a submission process enabled the public to provide feedback on the draft GPS. Over 900 submissions were received and there was strong support for the direction of the GPS and for the proposed priorities. A Summary of Submissions provides more information on the themes from engagement and how these informed the final GPS 2018 - view the Summary of Submissions at [www.transport.govt.nz/gps2018](http://www.transport.govt.nz/gps2018)

The GPS has been revised following engagement and has been released as GPS 2018.

VIEW THE GPS IN DETAIL AT:  
[WWW.TRANSPORT.GOVT.NZ/GPS2018](http://WWW.TRANSPORT.GOVT.NZ/GPS2018)

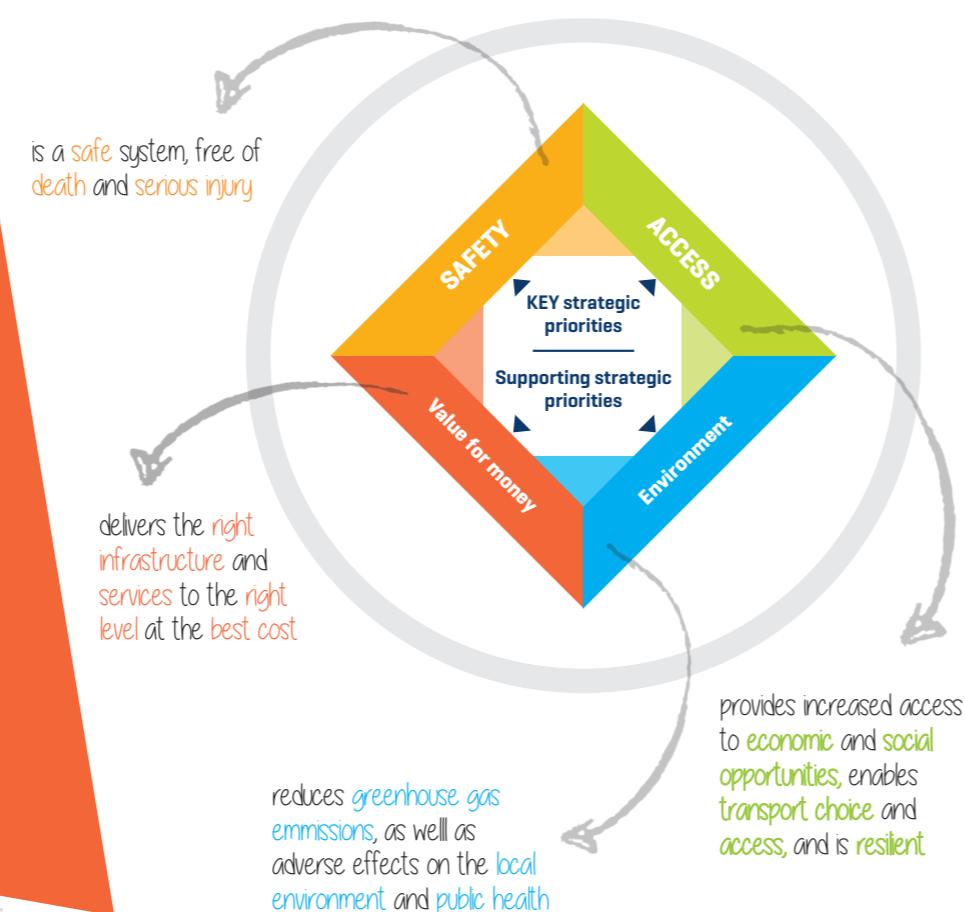


## Where we're at

GPS 2018 is one step towards the Government's vision for the land transport system.

GPS 2018 transforms the focus of investment for land transport. Through the strategic priorities, objectives and themes, GPS 2018 demonstrates our commitment to safety, mode neutrality, liveable cities, regional economic development, protecting the environment, and delivering the best possible value for money.

### Strategic direction

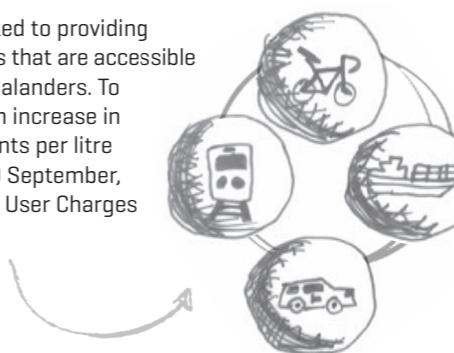


### Funding

The GPS 2018 sets funding ranges for 12 activity classes. The funds for each class are:

- |                                    |  |
|------------------------------------|--|
| ↑ Public transport                 | ↑ Promotion of road safety and demand management |
| ↑ Walking and cycling improvements | ↑ Investment management                          |
| ↑ Local road improvements          | ↑ State highway maintenance                      |
| ↑ Regional improvements            | ↑ Local road maintenance                         |
| ↓ State highway improvements       | ○ Rapid transit [new activity class]             |
| ↑ Road policing                    | ○ Transitional rail [new activity class]         |

The Government is committed to providing alternative transport choices that are accessible and affordable to all New Zealanders. To support this, there will be an increase in Petrol Excise Duty by 3.5 cents per litre per year for 3 years from 30 September, and the equivalent for Road User Charges from 1 October 2018.



### Themes

Themes have been included in the GPS. The themes influence how the priorities should be delivered to ensure the best transport solutions for New Zealand are achieved.

The themes for GPS 2018 are:

- a mode-neutral approach to transport planning and investment decisions
- incorporating technology and innovation into the design and delivery of land transport investment
- integrating land use and transport planning and delivery

## What's next

A second stage GPS.

A second stage GPS is important to fully realise Government direction for transport investment. Inclusion of some things in this GPS has not been possible because they rely on other work, such as the future of rail study and development of a new road safety strategy. We hope to release the second stage GPS in 2019 and will work with the broader transport sector to develop it.

