

PUBLIC TRANSPORT SERVICES & INFRASTRUCTURE ACTIVITY CLASS OVERVIEW

This document provides more detail on the Public Transport Services and Public Transport Infrastructure activity classes in the Government Policy Statement on land transport (GPS) 2021.

BACKGROUND

Public transport helps large numbers of people move around towns, cities and regions. It also can shape the urban landscape, provide a safe and low-carbon alternative to cars, reduce congestion and create more liveable cities.

The GPS 2021 reframes the Public Transport Services and Public Transport Infrastructure activity classes by separating investment in continuous services from investment in new infrastructure. By incorporating rapid transit funding (e.g. for busways and light rail infrastructure) and metro rail funding into Public Transport Infrastructure, Waka Kotahi will have the flexibility to work with local government to plan and deliver the most appropriate improvements as urban areas grow.

The primary purpose of the activity drives the allocation of the investment to an activity class. The multimodal approach should be applied when considering options and alternatives. Where the additional level of service is secondary within an improvement project, the associated costs should be allocated to the project's activity class (e.g. a bus-lane created as part of a state highway improvement should be funded from the state highway improvements activity class).

MAINTAINING EXISTING LEVELS OF SERVICE

In the 2021-24 National Land Transport Programme (NLTP), the Public Transport continuous programme will be managed across two activity classes - Public Transport Services and Public Transport Infrastructure. This is a change from the 2018-21 NLTP where it was contained within a single activity class.

There are two components that relate to maintaining existing levels of service within these activity classes. These components are:

- Public Transport Service Operations
- Public Transport Infrastructure Existing

The components of the activity classes that relate to maintaining existing levels of service are moderated ahead of improvement activities. This provides Waka Kotahi with a view of funding requirements to maintain existing levels of service alongside funding available for improvement activities.

Public Transport Service Operations

Public transport service operations include existing services needed to maintain appropriate levels of service on the public transport network. This may include minor service variations, trial services and improvements consistent with the current Regional Public Transport Plan.

Alternatively, new service trials may be considered in the council's Low Cost Low Risk programme.

Public Transport Infrastructure Existing

Maintenance and renewal of existing public transport infrastructure will be managed as a continuous programme under this activity class.

Renewals must be supported by evidence such as your Public Transport Activity Management Plan, financial analysis supporting the value for money and timing of the renewal. For example, using the Waka Kotahi simplified procedures for end of life renewals (up to \$15 million per activity) or as a separate Single Stage Business Case (activities greater than \$15 million or where the renewal is not on a like for like basis).

District and city councils may perform maintenance on public transport infrastructure on behalf of their regional council. In these situations, there will be an agreement for the regional council to apply to the NLTP for maintenance funding and reimburse the city or district council. Funding of the local share component is included in the agreement between the regional and district or city council.

NEW IMPROVEMENT ACTIVITIES

Moderation of new activities follows the moderation of continuous programmes. This timeline will provide us with a view of the funding available for new starts.

New improvement activities for Public Transport Services & Public Transport Infrastructure can come from one of three channels:

- Public Transport Service Trials
- Public Transport Enhanced Programme
- Public Transport New Infrastructure

Public Transport Service Trials

Public transport service trials have a clearly defined period, expected to be up to three years. These trials will be reviewed before the end of the trial period to test whether they become part of the continuous programmes or are discontinued.

Public transport service trials are generally small and can be managed through the relevant public transport operations work category or the Low Cost Low Risk programme. Larger service trials will need to be supported by a standalone business case.

Refer to [the minimum requirements for the inclusion of an activity in the NLTP](#)

Refer to [more information on developing the Low Cost Low Risk programme](#)

Public Transport Enhanced Programme

The information requirements for an enhanced programme comprise those information requirements for an improvement activity.

An enhanced programme proposes more than the minor improvements that can be achieved through a core programme. An enhanced programme may propose a change in the level of service to customers. This may be in the form of new routes or a change in fleet type from a current technology, for example from a diesel bus fleet to an emerging technology like electricity (hydrogen).

The key test to determine whether a proposed activity is part of the regional council's continuous programme or constitutes an enhancement that requires application of the business case approach is cost, risk and complexity.

For the 2021-24 NLTP, enhanced programmes will need to be supported by a fit-for-purpose business case and RPTP. For Auckland, Hamilton, Tauranga, Wellington, Christchurch and Queenstown, the improvements should also be consistent with their Mode Shift Plan.

Refer to [the minimum requirements for the inclusion of an improvement activity in the NLTP](#)

Public Transport New Infrastructure

This channel covers investment in new public transport infrastructure to improve the level of service. New public transport infrastructure will be considered as a standalone new activity supported by a separate business case or through the Low Cost Low Risk programme. These new initiatives will be managed through the business case approach.

Refer to [the minimum requirements for the inclusion of an improvement activity in the NLTP](#)

Refer to [information on developing the Low Cost Low Risk programme](#)

WHAT HAS CHANGED?

There will be separate work categories in each activity class for each of the three modes (bus, ferry and rail). The rail activities are focused on passenger rail services and supporting infrastructure that align with the NZ Rail Plan priorities and is identified in the Rail Network Investment Programme - this is separate from rail activities that may be funded under the new Rail Activity Class, which is focused on supporting a resilient and reliable national heavy rail network.

The Public Transport Infrastructure activity class is new. Changes have been made in the below areas.

- **Public Transport Activity Management Plans** – what this means and what we expect
- **Road Safety Promotions** – Funding for Road Safety Promotions is now from the Road to Zero activity class. This change does not impact on funding drawn down from the public transport activity classes, however, the change impacts on the public transport programme which supports continuous programme funding from these activity classes.
- **Public transport assessment questions** – The assessment questions for public transport continuous programmes have been reviewed and updated for the 2021-24 NLTP.

Refer to [guidance on development of public transport programmes](#) for the updated assessment questions.

- **Travel Demand Management (TDM)** – The GPS has indicated that TDM does not have its own separate activity class, recognising that TDM should be considered as part of other activities and investments, as well as being their own standalone initiatives. TDM will be considered as part of programme and activity level business cases and then funded from the most appropriate activity class.
- **Associated improvements** – Associated improvements are to be reinstated and expanded to consider all transport modes for the 2021–24 NLTP.

Public Transport Activity Management Plan

The Public Transport Activity Management Plan refers to the combined documents such as the Regional Public Transport Plan, Long Term Plan and the evidence and analysis outlined below that supports the public transport continuous programme bid. It is not a new requirement that public transport continuous programmes are supported by a fit for purpose business case.

In future NLTP periods, Waka Kotahi would like to see a singular document that forms a Public Transport Activity Management Plan which supports each region's public transport continuous programme.

Road safety promotion programmes

Funding for regional on-going road safety promotion activities will still be approved as a single allocation covering the activities to be delivered within the 2021-24 NLTP period. A breakdown of the amount requested, alongside each activity's contribution to GPS alignment, will still be required to support the programme.

The main changes for road safety promotion programmes in the 2021-24 NLTP are:

- Road Safety Promotion (RSP) programmes will be funded from the Road to Zero activity class.
- The on-going (continuous) RSP programme will form part of the public transport continuous programme within TIO for regional councils.
- The on-going RSP activity spreadsheet needs to be completed and attached as part of the public transport programme submission.

New short term RSP initiatives will be considered as standalone new activities supported by a separate business case or through the LCLR programme.

Travel Demand Management

Under GPS 2021, Travel Demand Management (TDM) does not have its own separate activity class. Instead TDM will be considered as part of programme and activity level business cases and then funded from the most appropriate activity class.

TDM is referenced in the GPS 2021 in the Statement of Ministerial Expectations. This section directs Waka Kotahi to be innovative in its own business and in collaboration with others to deliver transport innovation including pilots, street design, travel demand management and testing new technologies where 'they can make a meaningful contribution to the objectives of this GPS'.

TDM is part of creating an integrated transport system and can help influence how people travel (e.g. by mode, time, frequency, route) or even if they travel at all.

Ongoing TDM activities will form part of the Public Transport or Maintenance, Operations & Renewals continuous programmes. These programmes will need to be attached as a supporting document to the programme submission - [guidance is on our website](#) and the costs included under either work category 524 (for Public Transport) or 151 (for maintenance programmes).

The GPS expects that demand management initiatives (including promotional activities) will be developed as part of transport planning and business case processes and then funded from the most appropriate activity class.

The majority of TDM step change activities may be funded through the Low Cost Low Risk programme, if the individual activities are below \$2 million, or progressed as a component that supports investments in other improvement activities. Standalone TDM activities over \$2 million will require a standalone business case.

Associated improvements

Associated improvements are to be reinstated and expanded to consider all transport modes for the 2021–24 NLTP. An associated improvement is defined as:

'Improvement activities that are completed in conjunction with programmed renewals. The renewal must be the primary reason for the works being completed'

You should consider how you can best align your renewals to any necessary improvements works. You should also consider whether these associated improvements provide better value for money than existing projects within your Low Cost Low Risk programme.

To ensure associated improvements deliver value for money, and align with the GPS 2021, these improvements can only be considered for the following passenger transport related infrastructure and facilities:

- Changes in the configuration of the general layout of road, footpath or public transport facilities to include new minor traffic management equipment, amended layout and facilities to meet the customer levels of service (all modes) for the functional classification.

The following rules are in place for associated improvements to ensure costs are manageable and that they provide value for money:

- The renewal must be the primary reason for the substantive works.
- Improvements must be charged in full to the Low Cost Low Risk work category and the appropriate activity class.
- Improvements may exceed \$2 million by exception in consultation with your Waka Kotahi Investment Advisor and through seeking appropriate delegated approval.
- The total cost of the associated works must not exceed 20% of the cost of the renewals work.
- Associated improvements must be added to the Low Cost Low Risk programme when they are identified. However, your organisation needs to remain within your allocated funding for your Low Cost Low Risk programme. Waka Kotahi will not fund any associated improvements completed that result in you exceeding your allocated Low Cost Low Risk funding.