

# Government Policy Statement on Land Transport Funding 2012/13 – 2021/22

## Purpose

On 26 July 2011, the Minister released the final version of the Government Policy Statement 2012 (GPS) which outlines the land transport outcomes and priorities the Government expects to be realised from its investment through the National Land Transport Fund (NLTF). This report:

- summarises the implications for Auckland Transport with respect to the next Regional Land Transport Programme (RLTP) period, 2012/13 – 2014/15.
- compares the final GPS 2012 document with the engagement document (draft GPS) over the 10 year period.

## Key Issues

Management presented the GPS 2012 engagement document to the Board at its May meeting. Comparing the activity class funding ranges in the final GPS 2012 to those in the engagement document, there are changes to three activity classes.

- Maintenance and operations of State highways
- Renewal of local roads
- Maintenance and operation of local roads

Table 1 below shows these changes and includes the 2009-2012 GPS figures as a further comparator.

**Table 1: Changes from draft to final GPS over first three years**

Activity Class	Band	Final Nov 2010 GPS (2009-2012) (\$M)	Draft GPS (2012 - 2015) (\$M)	Final GPS (2012 - 2015) (\$M)	Difference Final vs. Draft GPS (\$M)	% Difference
Maintenance and operation of State highways	Upper	\$1,025	\$975	\$1,000	\$25	3%
	Lower	\$830	\$675	\$765	\$90	13%
	Midpoint	\$928	\$825	\$883	\$58	7%
Renewal of local roads	Upper	\$750	\$720	\$750	\$30	4%
	Lower	\$630	\$570	\$570	\$0	0%
	Midpoint	\$690	\$645	\$660	\$15	2%
Maintenance and operation of local roads.	Upper	\$835	\$780	\$900	\$120	15%
	Lower	\$640	\$615	\$615	\$0	0%
	Midpoint	\$738	\$698	\$758	\$60	9%

- Maintenance and operations of State highways – the upper band has been increased by 3% (\$25m) and the lower band by 13% (\$90m)
- Renewal of local roads – the upper band has been increased by 4% (\$30m)
- Maintenance and operation of local roads – the upper band has been increased by 15% (\$120m)

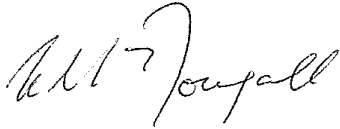

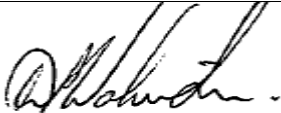
## Implications for Auckland Transport

In our response to the GPS engagement document, AT recommended that funding should be increased for local road and P.T. infrastructure, maintenance and renewals, transport planning and road user safety, as the allocations for all these activities was proposed to be reduced. It was argued that to maintain proposed levels of service and improvements to infrastructure, higher levels of funding was required.

The final GPS has increased the upper band of funding available for maintenance and renewals, but the funding bands have not been increased for the other activity classes mentioned above. Unless Auckland is able to gain a higher proportion of the national funds for the activity classes which have not been increased, it is likely that the national share of funding available for these activity classes will decrease.

## Recommendation

It is recommended that the Auckland Transport Board receives this report.

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