# Key changes proposed to the activity classes in the draft GPS 2018

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| **Activity class** | **Average percentage change over three years[[1]](#footnote-1)**  | **Comment**  |
| *Public transport* | 46% increase | This will support an expansion in public transport networks. This will support an increase in operating subsidies for public transport and some public transport capital improvements.  |
| *Rapid Transit* | New activity class | *New activity class –* allowing $4 billion over 10 years to establish rapid transit investment with an initial focus on Auckland. Note: While funding ranges show a decrease in rapid transit investment, in later years the intention is to continue with more investment.  |
| *Local road improvements* | 42% increase | To support local road improvements and upgrades.  |
| *Regional improvements* | 96% increase | To support investment in regional projects that improve safety, resilience and access for people and goods. How the NLTF interacts with the Provincial Growth Fund will be a key determinant of the activity class funding expenditure levels.  |
| *State highway improvements* | 11% decrease | This decrease rebalances investment across the transport portfolio. The proposed activity class level will allow for currently committed projects to be completed and will enable the delivery of more safety improvements. |
| *Road policing* | 14% increase | To enable the NZ Police to maintain an effective road policing service.  |
| *Road safety and demand management*  | 81% increase  | To continue road safety promotion, alcohol interlocks, and to include demand management measures that promote public transport and walking and cycling. |
| *State highway maintenance* | 18% increase | This activity class was capped over the last GPS period. It is now proposed to allow for an increase in the level of renewals of state highway pavement surfaces given additional heavy vehicle traffic and severe weather. |
| *Local road maintenance* | 22% increase | This activity class was capped over the last GPS period. It is proposed to allow an increase to cover the increased maintenance cost of additional heavy traffic and severe weather. However, it is also proposed to allow footpath maintenance to be funded from the NLTF. This is a scope change that reflects the Government’s desire to support the use of active modes. |
| *Investment management* | 31% increase | This increase will support additional transport planning of NZ Transport Agency and local government given the changes to transport priorities.  |
| *Transitional rail* | New activity class  | New activity class – this activity class will support rail priority transport options for users and benefit congestion in our urban centres until a wider review of rail funding is concluded. |
| *Walking and cycling improvements* | 248% increase | To support an expansion in walking and cycling infrastructure.  |

1. In funding range upper boundary, across three financial years.  [↑](#footnote-ref-1)