

Full Council

2 May 2024

Report for Agenda Item | Rīpoata moto e Rāraki take [8]

Department: Strategy & Policy

Title | Taitara: Retrospective approval of Queenstown Lakes District Council submission

Purpose of the Report | Te Take mō te Pūroko

The purpose of this report is to present a recent submission made by Queenstown Lakes District Council (**QLDC or Council**) to the Ministry for Transport (**MfT**) on the draft Government Policy Statement on Land Transport 2024 (**GPS**). This report seeks Council's retrospective approval of this submission.

Recommendation | Kā Tūtohuka

That the Council:

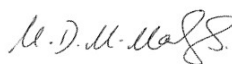
1. **Note** the contents of this report; and
2. **Approve** retrospectively the contents of the submission to the Ministry for Transport on the draft Government Policy Statement on Land Transport 2024.

Prepared by:



Name: Luke Place
Title: Principal Policy Advisor
2 April 2024

Reviewed and Authorised by:



Name: Michelle Morss
Title: General Manager – Strategy and Policy
9 April 2024

Context | Horopaki

1. The GPS¹ sets out the Government's priorities for expenditure from the National Land Transport Fund (**NLTF**) over the next 10 years and is reviewed every three years. The current draft GPS covers the financial period 2024/25 to 2033/34, and will take effect from 1 July 2024.
2. The GPS provides direction to local government, KiwiRail and Waka Kotahi NZTA on the type of activities that should be included in Regional Land Transport Plans (**RLTPs**), the Rail Network Investment Programme and the National Land Transport Programme respectively. As such, the GPS has a direct influence on transport related funding that goes to regions and their transport related activities.
3. Local government, Waka Kotahi NZTA, and other approved organisations under the Land Transport Management Act 2003 can receive funding from the NLTF for the land transport activities they deliver, such as the construction and maintenance of state highways, local and rural roads, road policing, and public transport.
4. QLDCs submission on the GPS is included as **Attachment A**.

Analysis and Advice | Tatāritaka me kā Tohutohu

5. The proposal

- 5.1. The GPS includes four strategic priorities, with 'economic growth and productivity' being presented as an overarching priority:
 - a) *Economic growth and productivity - Connecting people and freight quickly and safely, supporting economic growth and creating social and economic opportunities.*
 - b) *Increased maintenance and resilience - Increasing access to markets and resilience on our state highway, local and rural roads*
 - c) *Safety - A focus on safer roads, safer drivers and safer vehicles.*
 - d) *Value for money - Investment in transport must deliver better outcomes for present and future generations of New Zealand.²*
- 5.2. Key areas of focus in the draft GPS include:
 - a) Reintroducing the Roads of National Significance programme, which was started under the National Government in 2009.
 - b) Increasing investment in road maintenance, with a focus on proactive management of road conditions to reduce the risk of potholes.

¹ <https://www.transport.govt.nz/assets/Uploads/GPS-on-land-transport-2024-Consultation-4-March-2023-.pdf>

² <https://www.transport.govt.nz/assets/Uploads/Draft-GPS-2024-at-a-glance-March-2024.pdf>

- c) Progressing different funding and financing tools that will play a greater role in transport infrastructure delivery.
- d) Increasing levels of enforcement, including roadside alcohol testing, beginning roadside oral fluid testing for drug use, and reviewing fines for traffic offences alongside a wider regulatory programme to improve vehicle standards.
- e) A focus on achieving better value for money, performance and efficiency in how transport investments are managed.
- f) Leveraging technology and innovation as critical enablers for how transport is invested in in future.

5.3. The GPS identifies the 'Queenstown package' and 'Queenstown transport connections' as *'projects that the Government will deliver in this GPS period'*³.

6. QLDCs response

6.1. QLDCs submission expressed a range of important matters relevant to the effective and efficient operation of the district's transport network, and the impact that the GPS directions are likely to have on Council's long term goals for the way people and goods move around the district.

6.2. Key messages in the submission are set out below:

- a) Climate and greenhouse gas emission considerations have not been adequately taken into account.
- b) The GPS should better recognise the district's significance to the Aotearoa New Zealand economy, and make commensurate investment.
- c) QLDC strongly supports the identification of the 'Queenstown Package' and 'Queenstown Transport Connections' as major transport projects in Appendix B of the GPS, that will improve transport outcomes for Queenstown Lakes District (QLD/the district) visitors and residents.
- d) QLDC supports the exploration of alternative funding tools to better spread the costs of constructing and maintaining transport infrastructure, and looks forward to partnering with central government to secure long-term investment in the transport network.
- e) Balanced investment in different types of interventions such as public and active transport, alongside roading, is required. The GPS should not disincentivise public transport by requiring greater public transport farebox recovery, or the uptake of low emissions vehicles through new road user charges.

³ Page 12, Draft Government Policy Statement on land transport 2024/25–2033/34

- f) The GPS should provide for proactive steps to improve transport infrastructure resilience, rather than multiple reactive quick fixes following unexpected shocks, such as natural hazards.
- g) QLDC supports proactive steps which ensure roads support safe driving behaviours as the focus of safety investment, as opposed to additional reactionary enforcement activity as proposed.

Resolution Options

- 7. Elected Members had the opportunity to view and comment on the draft submission prior to it being lodged. A number of comments were received from Elected Members and these were incorporated into the submission where possible.
- 8. As the feedback deadline did not align with a Council meeting, the purpose of bringing this paper retrospectively is to ensure that the submission is formally sanctioned by Council and to give transparency to the community.
- 9. This report identifies and assesses the following reasonably practicable options for assessing the matter as required by section 77 of the Local Government Act 2002.
- 10. The options for Elected Members to address this retrospective approval are set out below:
- 11. **Option 1:** retrospectively approve the contents of the attached feedback to MfT.

Advantages:

- The feedback will be considered by MfT and the Minister for Transport in finalising the GPS and QLDC will have participated effectively in this policy development process.

Disadvantages:

- Feedback from QLDC will not be taken into account in finalising the GPS.

- 12. **Option 2:** to request corrections, clarifications, or the withdrawal of the feedback from MfTs process.

Advantages:

- The feedback will be corrected, clarified, or withdrawn and any inaccurate representation of QLDC's position will not be considered.

Disadvantages:

- It is not clear if the MfT submission process would facilitate corrections or clarifications.
- Withdrawing the submission in its entirety would remove Council from this engagement process. The MfT and the Minister for Transport would not consider the matters raised in the submission, and Council's interests would not be addressed.

13. This report recommends **Option 1** to ensure that Council's long-term goals for the way people and goods move around the district is taken into account in the next GPS.

Consultation Process | Hātepe Matapaki

Significance and Engagement | Te Whakamahi I kā Whakaaro Hiraka

12. The subject matter of this engagement process is considered 'low significance', as determined by reference to the Council's Significance and Engagement Policy. This report deals with matters of interest to a range of individuals, organisations, groups, and sectors in the community.
13. The persons who are affected by or interested in these matters are all residents and ratepayers of the district.
14. This submission was reviewed and endorsed by the Climate Reference Group, contributing significant knowledge and expertise on the strategic priorities for emissions reduction.
15. No other external consultation was undertaken in preparing the submission. It is noted that this consultation was open to the wider public and submissions could be lodged by any group or individual.

Māori Consultation | Iwi Rūnaka

16. The Council did not engage with Iwi or Rūnaka in preparing the submission. This consultation was open to the wider public and submissions could be lodged by Iwi or Rūnaka if they wished to do so.

Risk and Mitigations | Kā Raru Tūpono me kā Whakamaurutaka

17. This matter relates to the Strategic/Political/Reputation risk category. This risk has been assessed as having a low residual risk rating. It is associated with the following identified risks:
- a) RISK10056 Ineffective provision for the future planning and development needs of the district within the QLDC Risk Register.
18. The approval of the recommended option will allow Council to implement additional controls for this risk. This will be achieved by participating in and monitoring future changes in legislation and other government regulations, in particular, addressing those issues that directly affect the efficient and effective operation of the district's transport network and its ability to meet QLDCs and the community's needs.

Financial Implications | Kā Riteka ā-Pūtea

19. There are no financial implications for Council to submit on this consultation process. The final GPS will have financial implications for QLDC transport initiatives that are yet to be finalised.

Council Effects and Views | Kā Whakaaweawe me kā Tirohaka a te Kaunihera

20. The following Council policies, plans and strategies were considered:

- Vision Beyond 2050
- Spatial Plan
- District Plan
- Climate and Biodiversity Plan
- Long Term / Ten Year Plan
- 30 Year Infrastructure Strategy.

21. The recommended option is consistent with the principles set out in the named policies, plans and strategies.

Local Government Act 2002 Purpose Provisions | Te Whakatureture 2002 o te Kāwanataka ā-Kiaka

22. Section 10 states the purpose of local government is to enable democratic local decision-making and action by, and on behalf of, communities; and to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future. The recommendation is appropriate and within the ambit of Section 10 of the Local Government Act 2002 because it is connected with the environmental future of the district.

23. The recommended option:

- can be implemented through current funding under the Ten Year Plan and Annual Plan,
- is consistent with the Council's relevant policies, plans and strategies, and
- would not significantly alter the intended level of service provision for any significant activity undertaken by or on behalf of the Council or transfer the ownership or control of a strategic asset to or from the Council.

Attachments | Kā Tāpirihaka

A	Submission to the Ministry of Transport on the Draft Government Policy Statement on Land Transport 2024 - 2034
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