

WALKING & CYCLING ACTIVITY CLASS OVERVIEW

This document provides information about the Walking and Cycling activity class in the Government Policy Statement on land transport (GPS) 2021.

BACKGROUND

The Walking and Cycling activity class is intended to fund improvements and initiatives aimed at increasing the use of walking and cycling networks.

Many transport improvement projects provide for multi-modal means of travel. This means walking and cycling facilities can also be funded from other activity classes where they are part of another project, such as cycle lanes and walkways included in the costs for a new bridge.

The initiative's primary purpose will drive how the investment is allocated to an activity class. You should apply the multimodal approach when considering options and alternatives. Where the additional level of service is secondary within an improvement project, you should allocate the associated costs to the project's activity class.

WHAT HAS CHANGED

Limited changes have been made within the GPS 2021 that impact on the Walking and Cycling activity class. The main changes within the activity class are:

- **Travel Demand Management (TDM)** The GPS indicates that TDM does not have its own separate activity class, recognising the 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.
- **Innovating streets pilot programme** is expected to be substantially completed by June 2021. Any carry over of any amount must be agreed with Waka Kotahi before committing as an activity in the 2021-24 National Land Transport Programme (NLTP).

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.