



ATTACHMENTS

**Ordinary Council meeting
Separate Attachments 2**

Monday, 16 September 2024

Table of Contents

11.7 National Land Transport Programme 2024–27 Release Update

Attachment 1 Government Policy Statement on land transport 2024-34..... 4

Attachment 2 National Land Transport Programme 2024-27..... 53

Attachment 3 NZTA Detailed Activity Tables 150

Attachment 4 NLTP 2024 Projects by Funding Priority 154

Attachment 5 NLTP Comparison 2021-24 and 2024-27 (by Activity Class) 155

Government Policy Statement on land transport 2024-34

June 2024



Te Kāwanatanga o Aotearoa
New Zealand Government

Contents

Contents	2
Minister's Foreword	3
Section 1: Introduction to GPS 2024	5
Section 2: System Reform	7
Section 3: Strategic Priorities	9
Strategic Priority: Economic Growth and Productivity	9
Strategic Priority: Increased Maintenance and Resilience	17
Strategic Priority: Safety	19
Strategic Priority: Value for Money	23
Outcomes the Government expects will be achieved by this GPS	24
Section 4: Investment in Land Transport	25
Revenue	25
National Land Transport Fund	25
Expenditure	26
Linking planned expenditure with revenue	27
Section 5: Statement of Ministerial Expectations	37
Section 6: Appendices	42
Appendix A: Debt Repayment Schedule	42
Appendix B: Crown Investment Programme	43
Appendix C: Glossary/Definitions	46

Minister's Foreword

New Zealand's economic prosperity is underpinned by a transport network that enables people and freight to move around efficiently, quickly, and safely. This Government Policy Statement on land transport 2024 (GPS 2024), sets out the Government's ambitious land transport investment agenda, designed to boost economic growth and productivity, resilience, reliability, and safety.

The GPS 2024 outlines the Government's land transport investment priorities, and guides expenditure of over \$7 billion from the National Land Transport Fund (NLTF), and around \$1.5 billion from local government, each year.

This GPS sets the balance between investing in new projects and ensuring we maintain and repair our existing infrastructure. It focusses on achieving four key strategic priorities:

- Economic Growth and Productivity
- Increased Maintenance and Resilience
- Safety
- Value for Money.

As part of GPS 2024, we are embarking on a significant programme of new and improved land transport infrastructure. Core to this is the re-introduction of the successful Roads of National Significance programme, which was started under the previous National Government in 2009. A programme of Roads of Regional Significance is also included in GPS 2024 to direct investment towards vital transport links across the regions.

These investments will ensure that key connections are provided so that Kiwis can get to where they need to go, quickly and safely. These investments will also reduce congestion on our roads, provide low-emission transport options in our main cities, and create a more productive and resilient transport network, driving economic growth, and unlocking land for thousands of new houses.



This GPS reintroduces a focus on increasing economic growth and productivity as a priority for land transport expenditure. Including economic growth and productivity as the overarching strategic priority in this GPS will help to ensure we meet our full potential as a nation. Moving people and freight as efficiently, quickly, and safely as possible is critical to achieving these priorities. GPS 2024 brings about a significant change in focus, realigning transport expenditure to better support economic growth, and to ensure all New Zealanders are provided with a well maintained and reliable transport network.

We also recognise the importance of local and rural roads in connecting our communities and businesses to key routes, and the importance of ensuring the whole network is maintained to a reliable standard.

Maintaining the road network is a priority in GPS 2024. To fix the increasing number of potholes on our roads that has occurred in recent years, and to prevent further deterioration in roading quality, GPS 2024 increases road maintenance funding by \$640 million, compared to the draft GPS released by the previous Government in

August 2023¹. This additional funding is reflected in the newly established State Highway Pothole Prevention and Local Road Pothole Prevention activity classes, to ensure that funding is focussed on fixing this growing problem.

The targeted investments in Auckland and Wellington public transport will reduce congestion and help to unlock the potential of our main cities. This GPS will invest in public transport with up to \$2.3 billion available for public transport services, and up to \$3.1 billion available for public transport infrastructure over the next three years. Funding of \$1 billion is tagged to accelerate Roads of National Significance and major public transport projects and \$200 million is tagged for the Rail Network Investment Programme (RNIP).

Road safety is a responsibility we all share, and improving road safety in an efficient manner is a priority for this Government. Road deaths and serious injuries (DSIs) place a substantial burden on families, society, the economy, and the health sector each year.

GPS 2024 acknowledges these impacts and directs investment toward road policing and enforcement, fixing potholes and increasing the level of road maintenance completed on the road network to make our roads safer, and cost-effective infrastructure investments that will help to improve the safety of road users through safe infrastructure. Road safety investment is also directed to educating road users through road safety promotion.

GPS 2024 also includes investment to reverse recent speed-limit reductions, enabling people to get to where they need to go quickly and safely. This includes making it easier for the NZTA to increase speed limits to 110 km/h on roads that are engineered to that safety standard.

Ensuring that investment in transport is resulting in better outcomes is a key focus of GPS 2024. A significant amount of taxpayers' money will be invested in transport over the

period of this GPS. This investment must deliver better outcomes for New Zealanders and for future generations of New Zealanders.

We also recognise the increase in pressures on the National Land Transport Fund (NLTF) and the need to increase revenue, with the GPS 2024 proposing to increase revenue by more than 30 percent over the coming three years. To help Kiwis through the cost-of-living crisis, we have also committed to not increasing Fuel Excise Duty (FED) or Road User Charges (RUC) rates during this term of government, instead supplementing the NLTF with significant Crown funding.

Delivering the Roads of National Significance and major public transport projects will require the use of alternative delivery models, and a broader range of funding options and financing models. The Government expects Public Private Partnerships (PPPs), and other opportunities to use private expertise and finance, will be considered for all major projects.

The Government is also signalling a number of system reforms we will implement in parallel with the delivery of this GPS. These reforms will provide more sustainable revenue, help contain costs and make it easier for delivery agencies to do their jobs. Key among the changes is a move to a 10-year National Land Transport Programme (NLTP), which will provide more certainty to local authorities and their commercial partners, and to the travelling public.

I expect that GPS 2024 will help build and maintain a transport system that is productive, resilient, and provides for economic growth.



Hon Simeon Brown
Minister of Transport

¹ This difference has been calculated at the midpoint of the funding ranges.

Section 1: Introduction to GPS 2024

The Government Policy Statement on land transport (GPS) sets out the Government's land transport strategy. This includes, among other things:

- what the Government expects to be achieved from its investment in land transport through the NLTF
- what the Government expects to be achieved from its direct investment in land transport
- how much funding will be provided and how the funding will be raised
- how it will achieve its outcomes and priorities through investment in certain areas, known as “activity classes” (e.g., the maintenance of state highways or road policing)
- a statement of the Minister's expectations of how the New Zealand Transport Agency (NZTA) gives effect to this GPS.

In this way the GPS influences decisions on how funding from the NLTF is invested (see Figure 1). It also provides direction to local government, KiwiRail and the NZTA on the type of activities that should be included in Regional Land Transport Plans (RLTPs), the RNIP and the NLTP respectively.

Local government, the NZTA, the New Zealand Police, KiwiRail, and other approved organisations under the Land Transport Management Act 2003 (the Act) 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.

In turn, RLTPs must be consistent with the GPS. This means the direction and aims of the GPS have a direct influence on the funding that goes to regions and activities. The NZTA determines the specific activities funded from

the NLTF based on the direction provided by the GPS.

A GPS is issued by the Minister of Transport (the Minister) under terms specified in the Act. This GPS (the Government Policy Statement on land transport 2024 (GPS 2024)), covers the financial period 2024/25 to 2033/34, and will take effect from 1 July 2024.

The Government recognises that one of the action items in the current Emissions Reduction Plan (ERP1), prepared under the previous Government, refers to *ensuring the next Government Policy Statement on Land Transport guides investment that is consistent with the emissions reduction plan*. Following the general election and a change of government in late 2023, the intended emissions reduction policies foreshadowed by the previous Government are being reassessed. For this reason, GPS 2024 has not undertaken the alignment exercise as anticipated in ERP1.

The Emissions Trading Scheme (ETS) is the Government's key tool to reduce emissions.

The Government acknowledges the emissions impact from the transport sector and that, in response to the ETS, steps need to be taken to reduce transport emissions in line with achieving emissions reduction budgets and the target of net zero emissions by 2050.

Public consultation is currently planned for mid-2024 on the second Emissions Reduction Plan (ERP2), with the Government proposing to complement the overarching ETS with several key transport policies – including supercharging electric vehicle (EV) charging infrastructure; continuing to apply the Clean Car Importer Standard; and its major public transport projects. The specific mix of policies and initiatives aimed at achieving the second emissions reduction budget, and net zero target by 2050, will be confirmed in ERP2 by the end of 2024.

Alongside GPS 2024, the Government is committed to doubling renewable energy through its Electrify NZ policy by removing red tape and regulatory constraints. The Government is also committed to delivering 10,000 public electric vehicle (EV) chargers by 2030, subject to cost benefit analysis. Doubling renewable energy and delivering a comprehensive, nationwide network of public EV chargers will reduce New Zealand's emissions by enabling the electrification of New Zealand's vehicle fleet.

GPS 2024 covers NLTF spending of over \$22 billion across the next three years. Revenue to cover this expenditure comes from user charges such as Fuel Excise Duty (FED), Road User Charges (RUC), vehicle

registration and tolls, and income from the sale and lease of state highway property. In addition, the NLTF is topped-up by direct funding from the Crown in the form of grants and loans.

Over the next decade, a significant portion of the NLTF is committed to maintaining and operating the system. This includes maintaining state highways, local and rural roads, continuing to deliver better public transport and maintaining public transport infrastructure, maintaining the rail network, promoting road safety, and road policing. The NLTF also needs to meet its debt repayment obligations – including payments for existing roads built through PPPs.

Figure 1. The role of the GPS in the land transport planning and funding system

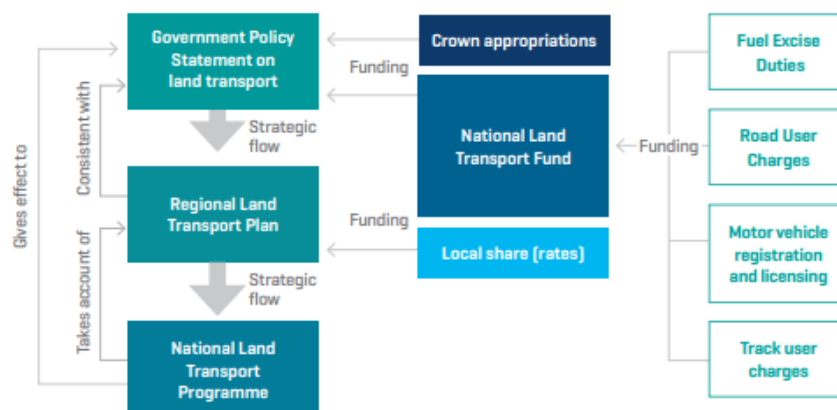


Figure 1. The GPS provides the strategic direction and sets the government funding contribution for Regional Land Transport Plans and the National Land Transport Programme.

The remainder of this document consists of:

- Section 2:** System Reform
- Section 3:** Strategic Priorities
- Section 4:** Investment in Land Transport
- Section 5:** Statement of Ministerial Expectations
- Appendix A:** Debt Repayment Schedule
- Appendix B:** Crown Investment Programme
- Appendix C:** Glossary/Definitions

Section 2: System Reform

Transport is a critical economic enabler, ensuring that people and goods can move efficiently and safely, and connecting people with both economic and social opportunities.

The Government's overarching priority for transport investment will be to support economic growth and productivity in the New Zealand economy.

The Government's goal for transport is an effective, efficient, safe, secure, accessible, and resilient transport system that supports the growth of our country's economy in order to deliver greater prosperity, security and opportunities for all New Zealanders.

This GPS will reshape the direction of transport investment in New Zealand, with a significant focus on building and maintaining our state highway network to help achieve these objectives.

New Zealand is facing an infrastructure deficit which has grown over time, due, in part, to the following factors:

1. The transport sector is facing significant cost increases resulting in the affordability of maintenance and new infrastructure projects becoming more challenging through the traditional funding models.

2. The usefulness of fuel usage as a proxy for road usage is rapidly diminishing, due to growing fuel efficiency of vehicles and the shift to EVs (Figure 2).
3. The current system is based on a pay-as-you-go model, where revenue is spent as it is raised, with limited access to long-term funding and financing tools. Long-term funding and financing tools are used overseas to build transport infrastructure.
4. Consenting and property acquisition for major infrastructure projects has become more challenging, adding significant costs and delays to projects.

For example, the Mount Messenger project in Taranaki has been the subject of repeated litigation relating to consenting and property acquisition. The result has been cost increases, uncertainty for affected residents and a postponing of the benefits that will arise once the much-needed project is complete.

Figure 2. Vehicle Kilometres Travelled (VKT) vs. fuel consumption

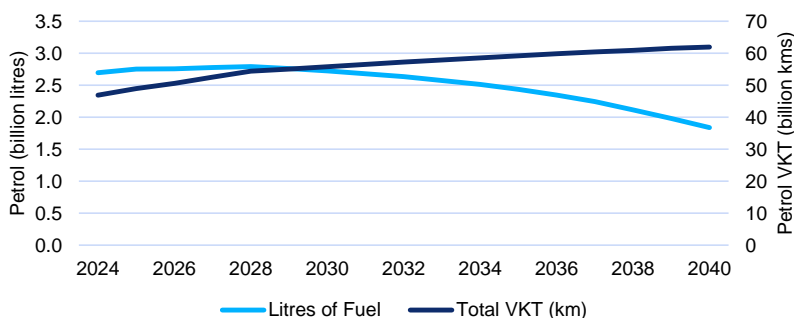


Figure 2. Total petrol consumption is forecast to decrease, despite a continuing increase in road travel distances, due to an increase in the fuel efficiency of vehicles and the shift to electric vehicles.

Source: Ministry of Transport NLTF revenue model.

The Government will be undertaking major reforms to address these challenges with the Ministers of Transport, Infrastructure, and Regional Development working closely together to establish a new framework for investment in New Zealand's infrastructure, delivering on the Government's objectives.

These reforms include:

1. Once established, the National Infrastructure Agency (NIA) will work closely with the NZTA and KiwiRail to develop a 30-year plan for transport infrastructure in New Zealand and connect local and offshore investors with transport projects. These projects will include the Roads of National Significance, major public transport projects, and other transport infrastructure which are identified as part of the Government's long-term infrastructure plan. This GPS requires the NZTA to consider alternative funding and financing arrangements for all new infrastructure projects to ensure that New Zealand delivers more infrastructure sooner.
2. Fast tracking of consents for major infrastructure projects. Legislation is already underway to provide fast-track consenting approvals. The changes are expected to support the major transport projects within this GPS, including the Roads of National Significance and rapid transit projects. This is a significant step change which means confidence is provided to the construction sector to invest in the capability and equipment needed to deliver these projects.
3. Making it easier to sell land that is no longer required for transport purposes.
4. Rapidly advancing reforms to the NLTF's revenue system. The first step of this is already underway, with light electric vehicles required to pay RUCs from April 2024. The next steps include requiring all road vehicles to move from FED to RUC, which is a fairer way of charging for road use based on weight and distance. As part of these reforms, we will reform tolling legislation and allow for time-of-use charging on the most congested parts of New Zealand's road network, helping to reduce congestion and maximise use of existing assets. Technology will be a critical enabler of these reforms. We expect to advance these reforms over the course of this GPS. Legislative changes will be required to achieve these reforms. The Minister of Transport expects to announce next steps on the future of the revenue system by the end of 2024.
5. Amending the Land Transport Management Act to require future Government Policy Statements on land transport to adopt a 10-year investment plan, bringing it into alignment with local government Long Term Plans (LTPs), and providing the NZTA Board with greater confidence and certainty to invest in long-term projects and deliver on a long-term transport infrastructure pipeline.
6. Restoring the credibility of the ETS. The ETS is the Government's key tool to reduce emissions. The Government is committed to reestablishing a strong and stable ETS after the failed auctions in 2023, which were caused by policy uncertainty and changes to the ETS auction settings. Other matters relating to climate change/emissions reduction issues are being worked through and will be addressed during development of the ERP2. The specific mix of policies and initiatives aimed at achieving the second emissions reduction budget, and net zero target by 2050, will be confirmed in ERP2 by the end of 2024.

Section 3: Strategic Priorities

The Government has four strategic priorities which this GPS will deliver against:

- Economic Growth and Productivity
- Increased Maintenance and Resilience
- Safety
- Value for Money.

The Economic Growth and Productivity strategic priority is the overarching strategic priority for the direction of this GPS. Increased maintenance and resilience, safety and value for money are all equally weighted and important priorities that collectively support the delivery of a transport system that drives economic growth and productivity.

Strategic Priority: Economic Growth and Productivity

The Government's overarching priority for investment through this GPS is to support economic growth and productivity. Efficient investment in our land transport system connects people and freight quickly and safely, supporting economic growth and creating social and economic opportunities including access to land for housing growth.

Core to this priority will be the re-introduction of the Roads of National Significance programme, which was started under the previous National Government in 2009, as well as investment in Roads of Regional Significance. The Government will also invest in major public transport projects alongside local government to deliver more travel choices and reduced congestion in our major cities.

The NZTA Board is responsible for approving and declining funding for particular projects or combinations of projects. The Roads of National Significance and Roads of Regional Significance listed in GPS 2024 are priorities for the Government and may be considered for funding by the NZTA Board. These priority projects are not an exhaustive list of projects that may be considered for funding by the NZTA Board.

Strategic investments in land transport, including the Roads of National Significance, combined with better use of existing infrastructure, will boost New Zealand's long-term growth prospects, and improve housing affordability – making a material difference to our nation's standard of living.

New Zealand has among the least affordable houses in the world, the result of a persistent undersupply of houses. New Roads of National Significance, Roads of Regional Significance, and major public transport projects will unlock access to greenfield land for housing development and support greater intensification to ultimately improve housing supply, choice and affordability.

These investments will also bring benefits for national economic growth and productivity, particularly given that state highways carry most of New Zealand's inter-regional freight and link major ports, airports and urban areas. The expectation is that land transport funding will be directed into projects and activities that will support improved productivity and economic growth. The transport sector supports economic growth and productivity by providing quality transport connections, which enable goods and people to reach their destinations efficiently.

Optimising the use of existing networks and services to deliver an appropriate level of service for users will be critical. In addition, improving the productivity of the transport system, to help manage flows and congestion, will be important to allow users to make decisions in real time.

It is expected that part of this optimisation will lead to greater use of digital infrastructure and information systems to improve productivity in the transport system, particularly in the management of New Zealand's supply chain.

Road pricing, such as tolling and time of use charging, will play a key role in the delivery of the Roads of National Significance programme, as part of a wider package of transport revenue and investment tools.

Tolling provides an opportunity for an additional source of revenue and will support infrastructure which provides reduced travel times compared to alternative routes. Time of use charging will improve travel times and network performance, reducing overall costs for freight businesses and their customers.

Investments in rail should be focused on the busiest and most productive parts of the existing rail network, to support efficient movement of freight. This will complement investment in our state highway network to deliver a productive and efficient supply chain. Investment in metro passenger rail networks will also support the efficient movement of people in Auckland and Wellington.



Roads of National Significance

The Government will reintroduce the successful Roads of National Significance programme to achieve its strategic priorities. The Roads of National Significance are some of New Zealand's most essential state highway corridors that require significant development and investment that, when complete, will reduce congestion, improve safety, support housing development to address New Zealand's ongoing housing crisis, boost economic growth, and provide a more resilient roading network. To maximise the benefit of the Roads of National Significance programme, projects will be well integrated with wider transport networks and land use plans.

The New Zealand Institute of Economic Research (NZIER) carried out a report that was focussed on two proposed Roads of National Significance, Warkworth to Wellsford and Cambridge to Piarere, finding significant economic benefits with these projects. The report found that, once operational, each of these projects would contribute up to \$500 million a year to New Zealand's GDP².

All Roads of National Significance will be four-laned, grade-separated highways, and all funding, financing and delivery options should be considered to deliver them in stages and as quickly as possible. The Government further expects that the NLTF can be used to fund the development of future Roads of National Significance.

The Government expects that the NZTA will prioritise these strategic corridors in the development of the NLTP given their importance, alignment and impact on the Government's wider programme and the Government's focus on returning the NZTA to its core statutory activities and particularly, for this GPS period, maintaining and developing the state highway network.

The Roads of National Significance include:

Whangarei to Auckland, with the following stages prioritised:

- alternative to Brynderwyns
- Whangārei to Port Marsden
- Warkworth to Wellsford.

Tauranga to Auckland, with the following stages prioritised:

- Cambridge to Piarere
- Tauriko West State Highway 29.

Auckland roads:

- Mill Road
- the East West Link.

Roads to unlock housing growth:

- Hamilton Southern Links
- Petone to Grenada Link Road and the Cross Valley Link
- North West Alternative State Highway (SH 16).

Other major routes:

- Takitimu Northern Link Stage 1*
- Takitimu Northern Link Stage 2
- Hawke's Bay Expressway
- Otaki to North of Levin*
- Second Mt Victoria Tunnel and Basin Reserve upgrade
- the Hope Bypass
- the Belfast to Pegasus Motorway and Woodend Bypass.

**These projects are Crown funded and should not be considered for additional funding.*

More detail on the Roads of National Significance can be found in Appendix B.

Further Roads of National Significance may be added over time.

² NZIER. *State highway network investments, Assessing the wider economic benefits – NZIER report to Northern Infrastructure Forum*. August 2023.

Roads of Regional Significance

The Government is committed to investment in a number of Roads of Regional Significance, which represent a region's most essential corridors that will reduce congestion, improve safety, support housing development, boost economic growth, and provide a more resilient roading network within a region.

The Roads of Regional Significance include:

- O Mahurangi – Penlink*
- Waihoehoe Road*
- State Highway 1 Papakura to Drury Improvements*
- State Highway 1 / 29 Intersection*
- State Highway 58 Improvements Stage 2*
- State Highway 2 Melling Transport Improvements*
- Canterbury Package – Rural Intersections*
- Canterbury Package – Rolleston Upgrade*
- Canterbury Package – Halswell*
- Second Ashburton Bridge
- Queenstown Package*

**These projects are Crown funded and should not be considered for additional funding.*

The Government is also completing pre-implementation of the Canterbury Package – Brougham Street and SH22 Drury projects. Further Crown funding for these projects is subject to funding availability once the Roads of Regional Significance project costs are confirmed. These two projects may be considered for inclusion in the NLTP if they deliver on the objectives of this GPS.

More detail on the Roads of Regional Significance can be found in Appendix B.

Further Roads of Regional Significance may be added over time.

Commitments to other projects

The Government has identified a number of other projects it wants to progress in this GPS period. These include:

- projects that improve resilience and support the cyclone and flood recovery for the East Coast and Central North Island
- investment in resilience for a number of critically important bridges in the South Island.

The Government will continue with identified projects that will be delivered outside of the NLTP through direct Crown and other funding approaches. Those priority projects previously funded through the Regional Fuel Tax, will be considered eligible for funding from the NLTF. The remaining Regional Fuel Tax revenue will be used to fund the Eastern Busway, local road improvements (e.g. Glenvar Road and Lake Road) and Electric Trains and Stabling.

A list and map of the major transport projects the Government will deliver is contained in Appendix B.

Additional Waitematā Harbour Connections

The Government is committed to delivering an additional crossing that, at a minimum, provides for additional road connections between Auckland's North Shore and the central business district (CBD). It will seek to reduce the upfront cost of this project to taxpayers by tasking the NZTA with identifying options for private funding, including through equity financing and value capture mechanisms.

Projects for further investigation

The Government expects the NZTA will continue to plan and develop the state highway network to reduce congestion, drive economic growth, and increase safety and resilience. The NZTA should work with the wider transport sector to make progress on projects that deliver on these objectives.

Public Transport

Effective public transport provides commuters with more choice and helps to reduce travel times, congestion, and emissions. Under GPS 2024, existing public transport services will continue to be funded where they are cost effective, achieve value for money, and achieve the expected outcomes of less congestion and increased patronage.

This GPS also includes investment in a number of major public transport projects that will deliver better public transport options for commuters, particularly in the main centres of Auckland and Wellington.

A key focus of this strategic priority will be the completion of the City Rail Link and Eastern Busway in the next three years. Alongside this work, planning will also be undertaken in the next three years for the delivery of the Northwest Rapid Transit Corridor and the Airport to Botany Busway.

The major public transport projects include:

- completion of the City Rail Link
- completion of the Eastern Busway
- Northwest Rapid Transit corridor
- Airport to Botany Busway
- Lower North Island Rail Integrated Mobility³

The Government expects the NZTA to consider:

- alternative funding sources to deliver major public transport investments, including 'Build, Own, Operate, Transfer' schemes and value capture
- new ways of thinking and different delivery models to increase delivery speed.

These major public transport projects will support urban development and housing growth, which allows for increased public

transport choice, building on the investment already made in the City Rail Link in Auckland and the additional trains to be introduced in Wellington later this decade, and the acceleration of Wellington's North-South, East-West, and Harbour Quays' bus corridors. The Government is funding KiwiRail to deliver network repairs and upgrades to ready the network for these major improvements. Completing Auckland's Rail Network Rebuild and upgrading Wellington's rail network substations are priorities for the Government.

³ The Lower North Island Rail Integrated Mobility project is forecast to be funded from a combination of Crown grants, NLTF and Local Share contributions.

There has been a 71 percent increase in Crown/NLTF funding for public transport over the past 5 years (Figure 3). However, between 2018/19 and 2022/23, patronage has decreased by 23 percent. This has partly been caused by COVID-19 restrictions, but numbers had not increased back to pre-COVID restriction levels.

There has also been a significant decrease in the private funding for public transport (fare revenue and third-party funding). Private funding was able to fund 40 percent of public transport in 2016/17, in 2022/23 it funded less than 10 percent of the total cost.

Increased public transport fare-box recovery and third-party revenue will be expected from local government.

Figure 3. Local, private and NLTF/Crown shares of public transport services and infrastructure funding

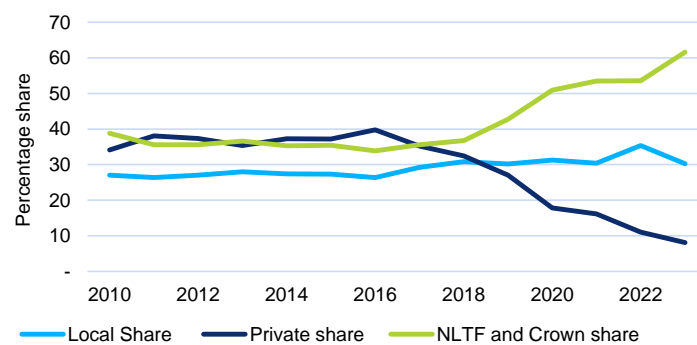


Figure 3. The private share of public transport costs has been falling since 2016/17. In 2022/23, the private share of public transport costs was less than 10 percent.

Source: NZTA



Rail

Rail plays a role in moving large volumes of goods between major cities and regions, particularly within the Auckland, Hamilton and Tauranga triangle which carries high freight volumes between these centres. This Government will continue to invest in the national rail freight network to support the overall objective of economic growth and productivity while also ensuring that this investment delivers value for money to taxpayers.

KiwiRail has received over \$6 billion in Crown funding over the past 10 years, the split between capital and operating expenditure is shown in Figure 4 below.

Most of this funding has been used to progress large capital projects, including new rolling stock, Crown funded projects, and the South Island Mainline reinstatement.

In recent years, KiwiRail has also received a significant amount of operating funding from the Crown for its RNIP.

The Crown funding for rail over 2024-27 is outlined in detail in Table 6.

Figure 4. Crown funding of rail capital expenditure (Capex) and operating expenditure (Opex) between 2014 and 2023

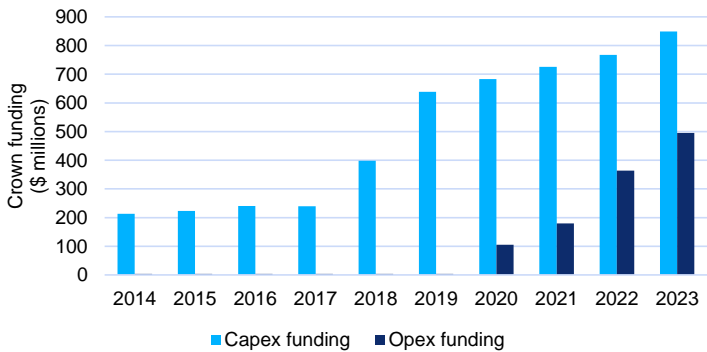


Figure 4: Recent years have seen large increases in the amount of Capex and Opex invested by the Crown into rail.

Source: The Treasury.



In recent years, despite a significant increase in investment in the national rail freight network, which included cross-subsidisation of the network by road users, the amount of freight being moved via rail has continued to decline (Figure 5).

Over the past six years there has been almost \$2.5 billion in Crown funding invested but rail freight (net tonne kilometres) is lower now than it was in 2012. This Government's focus will be to invest in maintaining the network between the busiest and most productive parts of the

existing rail network – between Auckland, Hamilton, and Tauranga. While rail freight network investments will remain within the GPS, investment in the rail freight network will no longer be cross-subsidised from revenue generated from road users. It is unfair to ask people using the roads to fund rail infrastructure. Rail investments will continue to be supported and funded through the RNIP, as agreed by Cabinet. Track User Charges paid by rail users will be used to support these investments.

Figure 5. Total Crown investment in rail freight and freight tonnage

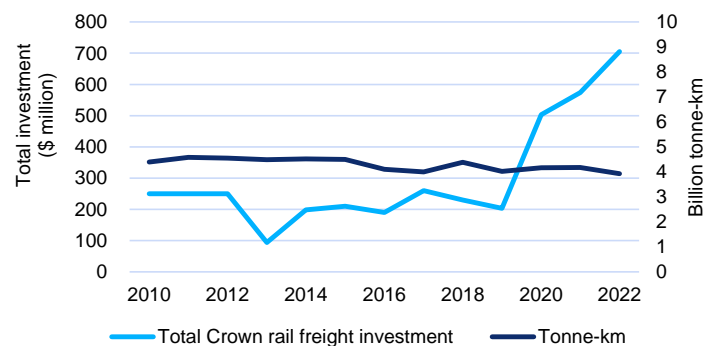


Figure 5: The amount of rail freight has been in steady decline despite significant Crown investment. Crown investment in rail compared with tonnage carried (2012/13-2022/23).

Source: Ministry of Transport/ KiwiRail.

Walking and cycling

Investment in walking and cycling should only take place where there is either clear benefit for increasing economic growth or clear benefit for improving safety and where there is an existing or reliably forecast demand for walking or cycling.

Investment in walking and cycling is expected to make a contribution to economic growth and productivity. To achieve this, project specifications should take a “no frills” approach and funding should be directed to reducing congestion and/or improving pedestrian safety.

Consideration should be given to concentrating investment in fewer more

targeted areas, rather than investing in broader areas with a lower overall level of return.

The Government expects that walking and cycling investment will undergo robust consultation with community members and business owners that could be affected by the investment, prior to any investment decisions being made.

Investment in walking and cycling is expected to primarily come from the Walking and Cycling activity class, including investment in maintaining the existing walking and cycling network.

Strategic Priority: Increased Maintenance and Resilience

New Zealand needs a transport system that is resilient to the impacts of weather events and other natural disasters. Increasing maintenance and resilience enables us to effectively manage and reduce current and future risk, and adapt to these challenges.

Increasing maintenance levels and improving resilience on our state highways, local and rural roads is critically important in achieving the Government's overall objective of supporting economic growth and productivity.

Access to markets is essential and this means having a resilient network that is well maintained.

New Zealand has faced significant challenges in recent years with weather events and the Christchurch and Kaikōura Earthquake rebuilds, which have highlighted the need for a focus on resilience of the roading network. Increasing maintenance outcomes is critically important, as well as adopting a more proactive approach to maintenance, to achieve a more reliable network for individuals and businesses to be able to rely upon.

Potholes have become increasingly apparent on our roading network in the past five years.

While road maintenance funding has increased significantly, the amount of rehabilitation and resealing has not (Figures 6 & 7).

Figure 6. Maintenance funding trends – State Highways

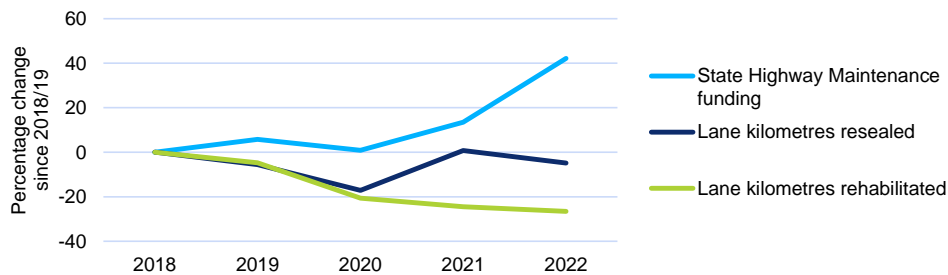


Figure 6. The amount of state highway rehabilitation and resealing has not increased, despite an increase in funding. State highway maintenance funding, excluding emergency works 2018/19 – 2022/23.

Source: Ministry of Transport/NZTA.

Figure 7. Maintenance funding trends – Local Roads

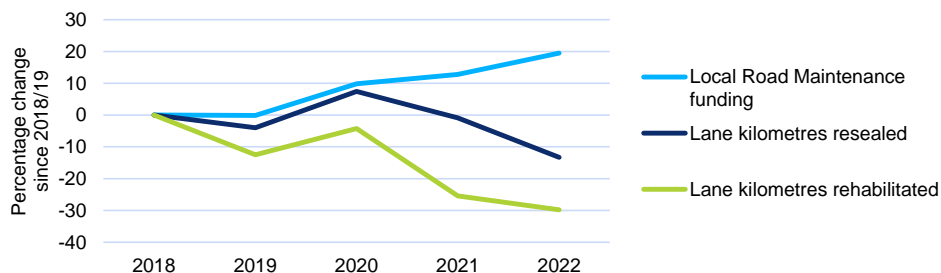


Figure 7. The amount of local road rehabilitation and resealing has not increased despite a significant increase in funding. Local Road maintenance funding excluding emergency works 2018/19-2022/23.

Source: Ministry of Transport/NZTA.

This GPS takes a new approach. GPS 2024 increases road maintenance funding by \$640 million, compared to the draft GPS released by the previous Government in August 2023⁴, and this Government will be requiring road maintenance to be undertaken with a proactive rather than reactive approach.

GPS 2024 establishes new activity classes to ensure that maintenance funds are prioritised and ringfenced to fix potholes, and to prevent potholes by ensuring that state highways, local and rural roads are maintained to a higher standard. The State Highway Pothole Prevention and Local Road Pothole Prevention activity classes will ensure that maintenance funds are prioritised and ringfenced, with clear outcomes that must be achieved by both central and local government. Funding from these activity classes will only be available for the following activities: road resealing, road rehabilitation and drainage maintenance.

GPS 2024 introduces a new expectation for the NZTA to consider tolling to support the construction and maintenance of all new roads, including the Roads of National Significance. Increased tolling on new roads will protect existing funding in the NLTF for maintaining existing roads.

Due to the deterioration of the road network, the Government will appoint independent members to the Road Efficiency Group (REG), started by the previous National Government, and refocus it on ensuring that all investment in maintaining and improving resilience on the state highway, local and rural road network is spent in the most efficient manner. It is not acceptable that while funding for road maintenance activities has increased, the real outcomes on our road network continue to worsen.

The REG will have a number of key focus areas:

- finding efficiency in road maintenance spend to deliver more for road users and taxpayers' investment.
- standardising maintenance protocols and processes to find efficiency where efficiencies can be found.
- supporting the NZTA in reducing expenditure on temporary traffic management, which is adding significant cost to road maintenance and reducing efficiency of the spend.
- supporting the NZTA in reviewing Network Outcome Contracts in line with the NZTA's focus on achieving long-term maintenance outcomes of 2 percent rehabilitation and 9 percent resurfacing per year, ensuring a proactive approach to road maintenance.

Contract review will also include increased requirements to fix potholes on our state highway network within 24 hours to increase safety on our roads.

The exact scope and role of the refocused REG will be developed and approved as part of the new Performance and Efficiency Plan. This will ensure activities and functions are aligned to drive better accountability, delivery and value for money from our transport investments.

Recovering from the North Island Weather Events of 2023

Budget 2024 has provided an additional \$940 million to fully fund the state highway recovery works in areas affected by the North Island Weather Events (NIWE), and top-up funding to continue local road response and recovery works. This is on top of the \$1.991 billion⁵ of Crown funding that has already been provided for state highway, local road, and rail network response and recovery activity.

⁴ This difference has been calculated at the midpoint of the funding ranges.

⁵ This is made up of, \$1,263 million of Crown funding provided to the NLTF and \$495 million of direct Crown funding for state highway and local road recovery and response, and \$233 million of Crown funding for the Rail response.

Strategic Priority: Safety

A safe transport system is critically important. The steady decline in deaths and serious injuries we observed between the 1980s and early 2010s has slowed over the past decade.

Road deaths and serious injuries place a substantial burden on families, society, the economy, and the health sector each year, with significant direct costs incurred by the Accident Compensation Corporation (ACC) and other parties.

The Government expects that the NZTA will make efforts to reduce barriers for third-party investment into road safety, including enabling third-party and market-based funding and delivery of safety initiatives and research. As part of this, the Government expects that the NZTA will make efforts to facilitate contributions from ACC to investments which improve road safety and to support ACC's injury prevention functions.

There are examples of investments made by ACC, including investment in the Transmission Gully motorway and in motorcycle safety. The Government expects to see this approach extended further in all areas where investment by ACC will result in safety improvements that meet ACC's statutory criteria for investment.

Poor road user choices affect everyone on the road. Alcohol and drugs are the leading contributors to fatal crashes in New Zealand (Figure 8), but only 26 percent of drivers think they are likely to be caught drug driving, and only 60 percent of people think they are likely to be caught drink driving. 27 percent of drink-drive offenders are repeat offenders. Similarly, wearing a seatbelt during a crash doubles the chances of surviving a serious crash, yet each year over 80 people die in crashes not wearing a seatbelt. Every year, around 67,000 people are disqualified from driving, and about 8,700 a year are prosecuted for driving while disqualified. Between 2008 and 2017, 113 people were killed in crashes involving disqualified drivers.

Investment towards road policing and enforcement is a priority in GPS 2024 as it is one of the most important tools for improving safety on New Zealand's roads. It is expected that investment will be directed towards road policing and enforcement, alongside investment in other safety interventions such as building safer infrastructure, investing in safer drivers, and requiring safer vehicles.

Figure 8. Deaths in crashes involving alcohol or drugs

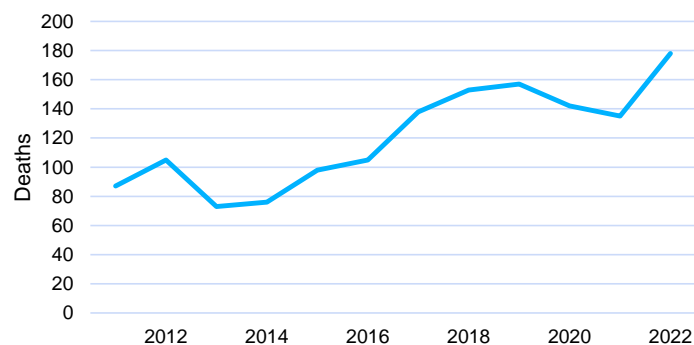


Figure 8. The number of crash deaths involving alcohol or drugs continues to increase. Deaths in crashes involving alcohol or drugs 2011-2022.

Source: Ministry of Transport

Police play a significant part in helping to make New Zealand roads safer through rigorous enforcement of the traffic laws including alcohol/drug and speed regulations, promoting good driving practices, and road safety education. The Government expects Police to provide sufficient enforcement levels of traffic laws to achieve specific, as well as general, deterrence aims. The Government also expects Police to identify high-risk drivers and proactively intervene to reduce opportunities for offending. Vehicle technology can also play a role, such as mandatory alcohol interlocks for the most severe offenders and improved automated enforcement.

Most of the financial penalties and demerit point levels for offences have not been reviewed since the Land Transport (Offences and Penalties) Regulations were set in 1999. As a result, a number of these penalties are too low to deter unsafe behaviour. The infringement fees, in particular, are significantly lower than the equivalent fees in overseas jurisdictions.

For example, almost all jurisdictions in Australia, the United Kingdom and Canada have higher penalties for not wearing a seatbelt compared to New Zealand. Bringing our penalties in line with Australia would require nearly tripling the infringement fee, while also adding demerit points.

Delivering safe roading infrastructure is also critically important for improving road safety. GPS 2024 supports investment in safe roading infrastructure by fixing potholes and increasing the level of road maintenance completed on the road network, while also investing in new and safe Roads of National Significance and Roads of Regional Significance.

Delivering improvements to level crossings, like installing safety barriers on rural roads and separating roads from rail in busy metropolitan networks, are a key safety priority for road and rail infrastructure to be funded by the NZTA, KiwiRail's RNIP, and local councils.



Building and upgrading road infrastructure to higher safety standards has a significant impact on improving road safety. Independent analysis has found the construction of eight new bypasses, between January 2009 and December 2016, resulted in up to a 37 percent reduction in deaths and serious injuries across those roads.

Safety interventions should be retrofitted on high crash areas of the network, where they provide value for money and would materially improve road safety. The Government expects that there will be greater focus on cost effective treatments that achieve efficiency, and the views of affected road users and local communities. For example, it is expected that there will be greater use of rumble strips across the state highway, local and rural road networks.

The Government will be introducing a new set of objectives and intended actions for road safety that will focus on safer roads, safer drivers and safer vehicles. These will maintain as their foundation the internationally recognised Safe System approach that encourages improvements in the roading system to recognise that people make mistakes, and that the system should be forgiving and reduce the likelihood of death and serious injury when crashes occur. The Safe System approach is best practice and has been the basis of New Zealand's road safety strategy since 2010.

However, the Government will rebalance the Safe System approach, particularly around resetting the approach to speed, to ensure that:

- road safety is delivered in an efficient and cost-effective manner
- public sentiment and acceptability are considered more directly.



The Government will make a number of reforms to improve road safety during the timeframe of this GPS. These reforms will be targeted towards the highest contributing factors in fatal road crashes. We will:

- enact legislation to rollout roadside oral fluid drug testing and set targets for Police to undertake 50,000 roadside oral fluid tests per year once the new regime is in place
- increase central government's focus on drink driving and set targets for Police to undertake at least 3.3 million roadside alcohol breath tests per year, towards a target of 3.5 million tests per year
- review penalties for traffic offences including consideration of indexing the value of infringements to inflation
- review the vehicle regulatory system to (among other objectives) enable better management of the safety performance of the vehicle fleet, reduce regulatory burdens, and ensure our domestic rules are fit for purpose
- invest in road policing and road safety promotion to ensure an appropriate level of enforcement while promoting safer driving.

While speed is a contributing factor to safety outcomes on our roads, the Government will not be continuing with a blanket approach to reducing speed limits. Instead, we will be focused on improving road safety by building safer infrastructure, investing in safer drivers, and requiring safer vehicles.

We will replace the Land Transport Rule: Setting of Speed Limits 2022 with a new rule that requires Road Controlling Authorities to reverse blanket speed limit reductions by 1 July 2025. Funding for reversing speed limit changes will be a priority for GPS 2024. As part of this NZTA will consider the efficient delivery of changes, such as possible centralised procurement for new signs.

The new speed rule will enable speed limit reductions to focus on areas with high safety concerns. Where subsequent safety investments are made, speed limits should be restored to prior speed limits. We will also continue to prioritise the safety of young New Zealanders outside schools. Variable speed limits will be required outside of school gates at pick up and drop off times.



Strategic Priority: Value for Money

There has been a significant increase in investment in transport in recent years, however, this is not translating to better outcomes.

GPS 2024 will invest \$22 billion into the transport network, which is a significant amount of road user and taxpayer money. This investment must deliver better outcomes for present and future generations of New Zealanders. The Government wants to realise greater value from the financial investment made into our land transport system, and this is why value for money is a strategic priority guiding all transport investments under this GPS.

As set out in the Ministry of Transport's Value for Money assessment model, to get the most from limited resources it is necessary to demonstrate both efficiency and effectiveness while delivering the intended outcomes. Value for money is not just about seeking the lowest initial cost for a project – it must take the whole of life costs and benefits of a project into consideration.

The NZTA, as the Government's delivery agent, will continue to take a leading role in securing improved effectiveness and efficiency within the priorities for investment established by the Government. This means a key focus on value for money in all parts of the transport sector.

The following are key elements of this Government's focus on improving value for money from transport investment:

- the NZTA will be expected to reduce its head office expenditure by 7.5 percent, with those savings reinvested into delivering against the GPS objectives

- increased public transport fare box recovery and third-party revenue will be expected from local government
- reduced expenditure on temporary traffic management, while maintaining the safety of workers and road users
- a focus on outcomes in road maintenance investment to deliver smoother and more reliable journeys for New Zealanders
- a review of road safety investment to be undertaken to ensure investment is focussed on efficient changes, which make improvements to the roading network at the lowest cost
- making better use of existing assets by allowing time of use charging or the use of dynamic lanes in main cities to manage demand
- a focus on whole-of-life costs to maximise long-run value
- making better use of new or existing digital infrastructure and information systems where they support the strategic priorities of this GPS by reducing the cost of physical infrastructure delivery and operations and resolve or replace existing solutions at better value for money
- investigating opportunities for NZTA to run collaborative and/or centralised procurement functions with local government, including centralising the procurement of speed signs.

All entities involved in providing for the land transport system need to work together to improve the system's performance.

Outcomes the Government expects will be achieved by this GPS

The 2024-27 NLTP and corresponding RLTPs are expected to prioritise projects and activities that progress the GPS 2024 priorities. In doing this, the focus should be on achieving the following impacts in the short to medium-term:

Economic Growth and Productivity

- reduced journey times and increased travel time reliability
- less congestion and increased patronage on public transport
- improved access to markets, employment and areas that contribute to economic growth
- more efficient supply chains for freight
- unlocked access to greenfield land for housing development and supporting greater intensification.

Increased Maintenance and Resilience

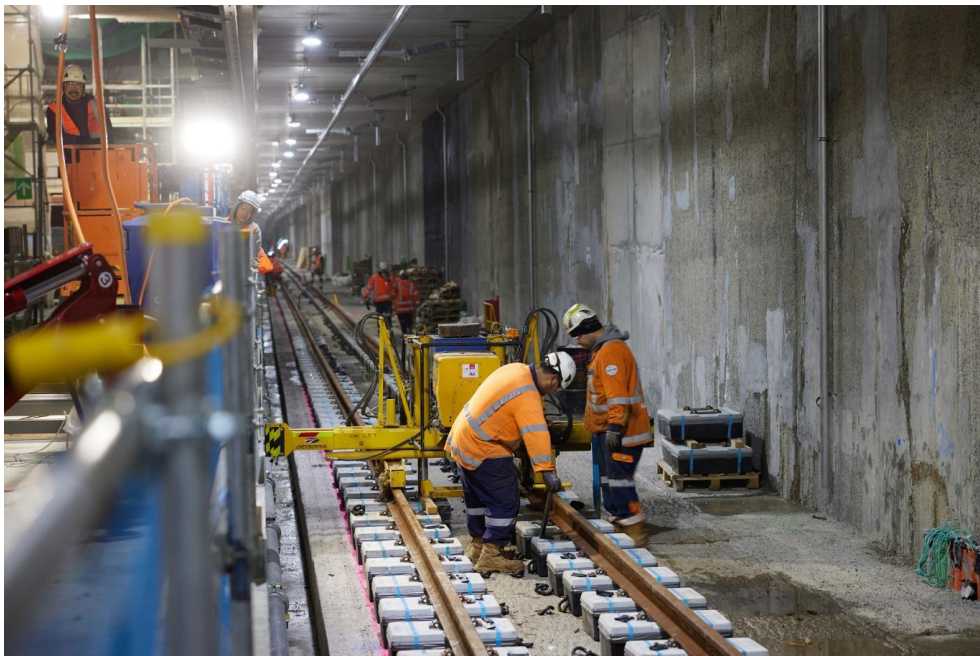
- more kilometres of the road network resealed and rehabilitated each year
- fewer potholes
- a more resilient road and rail network.

Improved safety

- reduction in deaths and serious injuries
- increased enforcement.

Value for Money

- better use of existing capacity
- less expenditure on temporary traffic management.



Section 4: Investment in Land Transport

This section describes how different funding and financing sources will contribute to land transport investments and it sets expenditure limits, including NLTF activity class funding ranges.

Revenue

Central and local government are partners in planning, building, maintaining, improving, and funding land transport infrastructure and activities. Some activities, like state highway activities, road policing and training and research, are fully funded by central government. However, if the activity aligns with the GPS priorities and is included in the NLTP,

it will receive co-funding from central government according to the relevant funding assistance rate. Sources of the local government funding share for land transport activities include rates, development contributions, borrowing and investments. The local funding share is not included in the GPS.

National Land Transport Fund

Funding for the NLTF for 2024/25-2026/27 will come primarily from:

- FED, RUC and motor vehicle registration and licensing fees
- direct Crown funding in the form of grants and loans.

There will also be some contributions from other sources such as tolling, track user charges and the rental or sale of land.

The annual licensing fee component of Motor Vehicle Registration (MVR) hasn't been increased since 1994. Inflation since that time has reduced the real value of this NLTF contribution by a half. The Government is now proposing to increase MVR by \$25 in January 2025, and a further \$25 in January 2026 to return MVR to the 1994 level, in real terms. This will increase the annual cost of MVR in 2026 by \$50 for most vehicles, \$28 for motorcycles, trailers and ATVs and \$16.50 for mopeds. The increase in MVR will add approximately \$590 million to the NLTF over the years 2024/25-2026/27.

Table 1. NLTF funding sources 2024/25-2026/27

NLTF Funding Source	Amount (\$ billion)
FED/RUC/MVR	13.8
Crown grant – capital expenditure	3.1
Crown loan	3.1
Crown funding for rail	0.8
Crown grant held in tagged contingency for the NLTP	1.0
Crown grant held in tagged contingency for the RNIP	0.2
Total revenue	22.0

The MVR increase and Crown grant reflect our commitment to replace the revenue from fuel tax increases with an equivalent commitment, which provides the revenue stream required for repayment of the loan facilities. On an annual basis the expected revenue from all sources is as shown in Table 2.

The Government plans to return to the previous practice of regular FED and RUC increases from January 2027. The funding profile in Table 2 assumes increases of 12 cents per litre in January 2027, a further 6 cents per litre in January 2028, followed by a 4 cent per litre annual increase starting in January 2029.

As is shown in Table 2, these increases are not in themselves sufficient to fully replace the fixed term funding top-ups that will be provided by the Government over the first three years.

The Government is very aware of the need to address this potential reduction in funding. We are initiating policy work to determine the tools required to meet our future revenue needs and provide a predictable and sustainable revenue outlook. This is likely to include road pricing alternatives, time of use charging and the transition of all vehicles to RUC.

Table 2. NLTF annual funding 2024/25-2029/30

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
	\$m	\$m	\$m	\$m	\$m	\$m
NLTF revenue	6,850	7,350	7,800	6,600	6,950	7,250

Expenditure

Table 3 shows the expenditure target (the expected level of expenditure) along with the maximum and minimum range for NLTP expenditure for the first three years of this GPS.⁶

The total level of funding represents a balance between achieving the Government's expected impacts set out above, and the level of revenue that can be raised.

Table 3. Expenditure targets and ranges 2024/25-2029/30

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
	\$m	\$m	\$m	\$m	\$m	\$m
Expenditure target	6,400	6,850	6,850	5,950	6,500	6,750
Maximum expenditure	6,700	7,150	7,150	6,250	6,800	7,050
Minimum expenditure	4,850	5,200	5,150	5,750	6,300	6,550

[NB. Current funding profiles show the inclusion of \$1 billion p.a. of potential grant or debt funding from 2027/28 onwards. Treasury, the Ministry of Transport and NZTA are working on options around this additional \$1 billion.]

⁶ The differences between NLTF revenue and the expenditure targets reflect debt repayments, which are not part of the expenditure target. Debt repayments are outlined in Appendix A.

Linking planned expenditure with revenue

A principle underlying land transport expenditure is that the NZTA will manage expenditure so that it links with the amount of revenue that is raised.

The authority to approve police funding, RNIP, and NLTF funding for an RNIP, sits with the Minister of Transport. For other investments, decision rights for funding from the NLTF rests solely with the NZTA Board.

The NZTA is expected to plan funding allocations for each activity class and approve funding for activities so that total planned expenditure in any year matches the expenditure target set out in Table 3 for that year. It is accepted that the NZTA may not achieve the expenditure target in any one year, if expenditure is within the range specified in Table 3.

The need to manage planned expenditure against revenue arises because expenditure and revenue are subject to uncertainty and fluctuation. Expenditure can vary due to factors such as unforeseen cost increases in key inputs and/or unexpected changes in project timing.

As revenue is dependent on the level of economic and transport activity it will fluctuate according to economic conditions. As a result, there may be unplanned imbalances between expenditure incurred under the NLTP, and the revenue received into the NLTF. The NZTA has a specific short-term loan facility to help it manage this situation.

Policy on borrowing for the purposes of managing the delivery of the NLTP

At times borrowing will be required to manage the delivery of the NLTP. Borrowing increases available funding in the short-term, which can be used to manage cash flow, cope with unexpected shocks, or deliver additional activities. However, in the future there will be a corresponding decrease in available funding as the borrowing is repaid.

At the time of publishing this GPS, formal arrangements are in place for the NZTA to use several borrowing facilities. Table 4 provides details of these arrangements. A forecast of the expected debt repayments over the next six years is presented in Appendix A. If additional borrowing facilities are required, the NZTA must seek approval from the Ministers of Finance and Transport. Two of the facilities relate to revolving credit. These provide access to committed funding to manage fluctuations in cash flow – either due to seasonal variations or shocks.

A change in how borrowing is reported is being implemented in GPS 2024. The activities funded through borrowing (and any new PPPs) will be reported at the time of the investment as expenditure in the appropriate activity class. Repayment of borrowing will be reported as expenditure from the NLTF, separate from activity class spend. Put simply, the interest and debt repayments will be reflected separately from the activity class ranges in GPS 2024.

The Ministry of Transport will work with the NZTA to develop reporting practices to ensure both the spend on activities funded from borrowing and the repayments of borrowing are clearly reported.

Allowable variation between expenditure and revenue

The NZTA is expected to match its expenditure to the target expenditure set out in Table 3. However, it is also legally required to limit its spending to the levels of available revenue in the NLTF. Because both the timing and levels of revenue and expenditure are subject to uncertainty, the Act provides that an 'allowable variation' be set in a GPS as a way of managing any imbalances that arise.

In practice this 'allowable variation' is determined by the loan facilities provided to the NZTA as these set the limit on the extent to which expenditure from the NLTF can exceed revenue inflows.

For the avoidance of doubt, in GPS 2024 the allowable variation is, at any time, the sum of all borrowing available to the NZTA as agreed by the Minister of Transport and Minister of Finance.

Table 4. NZTA borrowing facilities

Borrowing Facility	Purpose of borrowing	Size of facility	Amount drawn down	Repayment Period
Management of cash flow (revolving credit facility)	To manage seasonal cash flow variations in the NLTF	\$250m	\$0	Annually
Revenue and expenditure shocks (revolving credit facility)	To manage any unexpected fluctuation in revenue or expenditure	\$250m	\$250m	Within four years of draw down
Auckland Transport Package	To progress the Auckland Transport package	\$375m	\$354m	Before 30 June 2027
Tauranga Eastern Link	To bring forward construction of the Tauranga Eastern Link	\$107m	\$107m	To be repaid through future tolls revenue by June 2050
Housing Infrastructure Fund	To accelerate transport projects that support housing development	\$388.45m	\$105.5m	Before June 2031
COVID-19	To manage the shortfall in revenue resulting from COVID-19 restrictions	\$425m	\$325m	Before 30 June 2027
2021-24 NLTP facility	To address the gap between planned investments in the NLTP and level of investment required to deliver GPS 2021 priorities	\$2.0b	\$2.0b	10 years from drawdown
2024-27 NLTP facility	To address the gap between planned investments in the NLTP and level of investment required to deliver GPS 2024 priorities	\$3.1b	\$0	10 years from drawdown

Note: This list does not include lending facilities related to the NZTA's regulatory functions.

Funding ranges for activity classes

Funding in the NLTP is allocated to activity classes. The allocation of funding to these activity classes reflects the strategic direction the Government has set. For each activity class, a funding range determines how much can be spent.

GPS 2024 takes a new approach to activity classes and expects that new multi-modal projects will draw funding from multiple activity classes in line with different aspects of the projects. For example, if a project along a state highway corridor includes improvements to the existing road corridor, and a new shared path, then the improvements to the existing road corridor will be funded from the State Highway Improvements activity class and the shared path will be funded from the Walking and Cycling activity class. Funding for multi-modal improvements along a local road corridor should primarily be funded through the Walking and Cycling activity class.

Under GPS 2024, the Rail Network activity class is funded primarily from the Crown top ups to the NLTF. To provide greater clarity on this, the Rail Network activity class is outlined in its own section below.

The following activity classes will be used for the 2024-27 NLTP:

State Highway Improvements

This activity class is for the purpose of investment in new state highways, improving existing state highways, and end of life bridge and structures renewals.

Investment in this activity class prioritises the strategic priorities of supporting economic growth and productivity, and a safe and resilient transport system.

This activity class has a significant increase in funding, which will be used to deliver state highway infrastructure under the Roads of National Significance programme and priority resilience projects.

The Government expects that funding in this activity class will not be used to invest in new multi-modal improvements, i.e., cycleways and busways, or fund traffic calming measures, such as speed bumps, raised crossings and in-lane bus stops. Where multi-modal elements are required as a condition of an already in place consent, these elements can be funded from this activity class, but the NZTA is still expected to minimise costs needed to deliver these multi-modal elements.

Funding may be used to remove speed bumps and raised crossings that exist on high volume corridors. It is expected that the NZTA will prioritise reliable travel times in all investment decisions in this activity class.

State Highway Pothole Prevention

This activity class is for the purpose of investment in resealing, rehabilitating, and drainage maintenance on the state highway network.

The State Highway Pothole Prevention activity class is intended to address the significant rise in the number of potholes and deterioration of the state highway network.

Previous Government Policy Statements have funded resealing, rehabilitating, and drainage maintenance activities through the State Highway Maintenance activity class. The State Highway Pothole Prevention activity class differs from this approach as it is ring-fenced to fund resealing, rehabilitating, and drainage maintenance activities on state highways and will not fund other maintenance activities.

This activity class is paired with a focus on achieving long-term maintenance outcomes of 2 percent of the state highway network rehabilitated each year and 9 percent of the state highway network resurfaced each year, and increasing requirements for potholes to be fixed within 24 hours. Achievement of these long-term maintenance outcomes will be tracked and monitored by the NZTA as part of the Performance and Efficiency Plan.

The Government expects that funding in this activity class will not be used to make multi-modal improvements. Funding should only be used to reseal, rehabilitate, and maintain drainage on the state highway network.

State Highway Operations

This activity class is for the purpose of investment in the operation of the state highway network.

Operational activities include managing demand and operating services to optimise utilisation across the network. This activity class will fund all operational activities on the state highway network, and includes funding for emergency reinstatement after loss of service.

Local Road Improvements

This activity class is for the purpose of investment in new local roads and improving existing local roads, and end of life bridge and structures renewals.

Investment in this activity class prioritises the strategic priorities of supporting economic growth and productivity, and a safe and resilient transport system. Funding in this activity class will be focused on improving efficiency and reducing congestion and travel times.

The Government expects that funding in this activity class will not be used to invest in other new multi-modal improvements, i.e., cycleways and busways, or fund traffic calming measures, such as speed bumps, raised crossings and in-lane bus stops, which inconvenience motorists. However, funding in this activity class can be used to:

- deliver multi-modal elements required as a condition of an already in place consent (these elements can be funded from this activity class, but the NZTA is still expected to minimise costs needed to deliver these multi-modal elements)
- fund footpath improvements, noting there will be limited funding for footpath improvements in this activity class. Any investment in footpath improvements is expected to take a “no frills” approach and investment should only be made where the investment would improve efficiency of the road network and reduce travel times.

Funding may be used to remove speed bumps, raised crossings and in-lane bus stops that exist on high volume urban connectors and arterial routes.

It is expected that the NZTA will prioritise reliable travel times in all investment decisions in this activity class.



Local Road Pothole Prevention

This activity class is for the purpose of investment in resealing, rehabilitating, and drainage maintenance on the local road network.

The Local Road Pothole Prevention activity class is intended to address the significant rise in the number of potholes and deterioration in our local road network.

Previous Government Policy Statements have funded resealing, rehabilitating, and drainage maintenance activities through the Local Road Maintenance activity class. The Local Road Pothole Prevention activity class differs from this approach as it is ring-fenced to fund resealing, rehabilitating, and drainage maintenance activities on local roads and will not fund other maintenance activities.

Maintenance outcomes achieved through this activity class, including the percentage of the local road network resealed and rehabilitated each year, are expected to be measured and published on an annual basis.

The Government expects that funding in this activity class will not be used to make multi-modal improvements. Funding should be used to reseal, rehabilitate, and maintain drainage on the local road network.

Local Road Operations

This activity class is for the purpose of investment in the operation of the local road network.

Operational activities include managing demand and operating services to optimise utilisation across the network. This activity class will fund all operational activities on the local road network and includes funding for emergency reinstatement to loss of service.

Public Transport Services

This activity class is for the purpose of investment in the management and operation of contracted public transport services and total mobility transport services. This GPS

expects that existing public transport services will continue to be funded, if they are cost effective, achieve value for money, and achieve the expected outcomes of less congestion and increased patronage.

This GPS will expect greater farebox recovery and third-party revenue by Public Transport Authorities (PTAs) in order to help support the increased costs that are occurring through the public transport sector and to reduce pressure on ratepayers and taxpayers.

Public Transport Infrastructure

This activity class is for the purpose of investment in new infrastructure and the management, renewal and improvement of existing infrastructure, that supports public transport services. It is expected that funding in this activity class will be used to invest in projects that reflect the priorities of this GPS, including a rapid transit network in Auckland and upgrades to rail in the lower North Island. It is also expected funding will be used to deliver the National Ticketing Solution to improve the efficiency of public transport. Funding for upgrading, maintaining, or operating Public Transport Authorities' ticketing systems should only be approved if they are actively working towards delivering, transitioning, or operating the National Ticketing Solution in partnership with the NZTA.

The Government expects to realise the benefits of its investments in major public transport infrastructure, like the City Rail Link and Wellington's new trains. Completing major network renewals (Rail Network Rebuild, Rail Network Growth Impact Management, Backlog Renewals) and upgrades (Wellington's rail substations) is a key priority for the Government.

Safety

This activity class is for the purpose of investment in road policing and nationally consistent and coordinated road safety promotion and will be focused on improving

road safety through enforcement and encouraging behavioral change, not blanket speed limit reductions.

Police must achieve road policing targets set by the Government through funding in this activity class. There will be a strong focus on performance in the next Road Policing Investment Programme (formerly the Road Safety Partnership Programme). A small amount of the NLTF that is available to Police will be used to incentivise performance against enforcement targets relating to speed, alcohol breath testing, and oral fluid testing for drugs once the new regime is in place. Specific details of the Police activities, performance metrics and funding will be developed by the NZTA and approved by the Minister in accordance with the Act. These performance metrics will be evidence-based and address the leading contributors to serious and fatal crashes.

As part of the Safe System approach, the Government expects that investment in road safety will be achieved across activity classes in GPS 2024. This includes the delivery of new Roads of National Significance through the State Highway Improvements activity class, investment in other new or improved roading infrastructure, and investment in a well-maintained road network through pothole prevention activity classes.

Funding toward road safety will be focused on safer roads, safer drivers, and safer vehicles. This includes on initiatives necessary for reducing barriers for private sector investment into road safety, and on activities necessary to support the Government's approach to the setting of speed limits.

The Government expects that investment from this activity class will not be made in traffic calming measures such as raised pedestrian crossings, raised platforms, speed bumps, and in-lane bus stops on state highways and local roads.

Council road safety advertising (including billboards, radio, television, digital and other print media advertising) will no longer be

eligible for NLTF funding. Councils can continue to use NLTF funding for road safety education programmes, such as walking school buses.

Investment Management

This activity class is for the purpose of investment in the transport planning system, investment in strategic and operational research to support system planning and investment, and investment in the funding allocation system.

This activity class will provide investment for funding allocation management, including the development of and administration of the NLTP, associated funding and procurement procedures, policies and guidelines, funding agreements with approved organisations, assistance and advice to approved organisations, and Regional Land Transport Committees.

Walking and Cycling

This activity class is for the purposes of maintaining the existing walking and cycling network and investment in walking and cycling where there is either clear benefit for increasing economic growth or clear benefit for improving safety and where there is an existing or reliably forecast demand for walking or cycling.

Investment in walking and cycling is expected to make a contribution to economic growth and productivity. To achieve this, funding should be directed to reducing congestion and/or improving cyclist safety.

To recognise the importance of walking and how it interacts with other modes, 25 percent of funding on new improvements should be directed towards footpaths and other walking projects.

A provision has been made in the Walking and Cycling activity class to fund the maintenance of walking and cycling infrastructure (including footpaths, shared use paths and cycle paths).

Prior to GPS 2018, no funding from the NLTF was provided to local government to fund the maintenance of walking and cycling infrastructure (including footpaths, shared use paths and cycle paths). A provision has been made in the Walking and Cycling activity class to fund this infrastructure and it is expected that the NZTA Board will consider options to deliver value for money. This could include amending the funding assistance rate (FAR) for these maintenance activities.

Any investment in walking and cycling must primarily be funded through this activity class (unless it is an already consented requirement for a roading project in the State Highway Improvements or Local Road Improvements activity classes, as noted above).

The Government expects that any activities funded under this activity class will undergo robust consultation with community members and business owners that could be affected by the investment, prior to any investment decisions being made.

Funding ranges

The NZTA is required to allocate funding to activity classes within the funding ranges set out in Table 5 on the following page, and within the overall expenditure targets set out in Table 3.

The expenditure targets do not envisage funding being allocated at the top end of every activity class range. Specifying the funding allocations as a range provides the NZTA with some flexibility to respond to the actual funding applications received and to manage issues such as weather delays affecting its own state highway investment programme.

The funding ranges for the Rail Network activity class is outlined in Table 7.



Table 5. Activity class funding ranges

Activity class		GPS 2024 funding ranges (\$m)						Forecast funding ranges (\$m)			
		2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
State Highway Maintenance											
State Highway Pothole Prevention	Upper	700	790	790	820	920	980	1,050	1,070	1,080	1,100
	Lower	420	460	490	540	630	690	750	760	780	790
State Highway Operations	Upper	760	850	960	1,050	1,130	1,150	1,170	1,200	1,220	1,240
	Lower	560	640	690	730	780	800	820	830	850	870
Local Road Maintenance											
Local Road Pothole Prevention	Upper	780	850	900	1,170	1,230	1,260	1,280	1,300	1,320	1,340
	Lower	570	610	640	840	890	900	920	930	950	970
Local Road Operations	Upper	450	480	590	420	450	460	470	480	490	500
	Lower	240	260	280	290	320	320	330	340	340	350
Other continuing programmes											
Public Transport Services	Upper	750	770	790	810	830	850	870	890	910	930
	Lower	400	420	440	460	480	500	520	540	560	580
Investment Management	Upper	85	90	90	90	95	95	100	100	105	110
	Lower	65	70	70	70	75	75	80	80	85	90
Safety	Upper	600	610	620	630	630	630	640	640	640	650
	Lower	500	510	520	530	530	530	540	540	540	550
Improvements											
Public Transport Infrastructure	Upper	680	1,030	1,480	830	880	930	950	970	990	1,010
	Lower	240	290	340	390	430	480	500	520	540	560
State Highway Improvements	Upper	1,950	2,350	2,950	2,300	2,350	2,400	2,400	2,400	2,400	2,400
	Lower	1,200	1,350	1,450	1,400	1,450	1,500	1,500	1,500	1,500	1,500
Local Road Improvements	Upper	400	400	410	410	420	420	420	430	430	430
	Lower	150	150	160	160	170	170	170	180	180	180
Walking and Cycling Improvements	Upper	230	110	110	110	110	110	110	110	110	110
	Lower	135	70	70	70	70	70	70	70	70	70

Rail Network

This activity class is for the purpose of investment in operation and maintenance, renewals and improvements to the national rail network. This includes both operational and capital expenditure as outlined in the RNIP.

The Government expects that activities funded through this activity class will be targeted to parts of the rail network where the most significant economic benefits and opportunities for boosting the productivity of freight movement exist, i.e., the triangle of Auckland, Hamilton, and Tauranga.

KiwiRail is currently working to produce the 2024-27 RNIP. The 2024-27 RNIP will be provided to the Minister of Transport by 30 June 2024 and will be consistent with the priorities and expectations outlined in the GPS 2024. In line with the GPS, KiwiRail should take a cautious and prudent approach to its investments and work scheduling, this includes prioritising investments and identifying potential savings within the RNIP.

The level of funding available for the Rail Network activity class will be capped at the level of revenue from Track User Charges (TUCs) and any additional Crown funding for rail investments. This is outlined in Table 6 below.

The work to develop the 2024-27 RNIP will inform any future funding requests over 2024-27. The GPS expects that the RNIP will be equal to or less than the available funding outlined in Table 6 and within the funding ranges set out in Table 7.

Wider rail investments

The Crown has made a large contribution to rail over the past six years and will continue to provide direct Crown funding for rail in addition to the RNIP. The Crown is committed to funding:

- the City Rail Link
- upgrades to the Auckland Metro Network, ready for day-one City Rail Link operations
- the new Drury Rail Stations
- the electrification of the rail network from Papakura to Pukekohe
- upgrades to the Wellington Metro Network, including a contribution for new trains on the Wairarapa and Manawātū Lines
- new freight rolling stock
- the Marsden Rail Spur investigation.

In total, the Crown has committed over \$3 billion of direct Crown funding over 2024/25-2027/28. Committed funding for rail programmes are outlined in detail in Table 6.

Coastal Shipping Resilience Fund

A new Coastal Shipping Resilience Fund of \$30 million over three years (2024/25 to 2026/27) has been established for activities that enhance the resilience of coastal shipping freight connections. This fund will be managed outside of the NLTP and will only be funded by reallocating Crown grant funding for rail.



Table 6. Rail Network funding sources over 2018/19 – 2027/28*

	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m
Funding available for the Rail Network activity class										
Crown funding for the RNIP	-	-	-	161	285	318	454	443	25	-
Crown funding for NIWE	-	-	-	-	27	93	114	-	-	-
TUC	-	-	-	7	15	20	20	20	20	20
FED/RUC/MVR	-	-	-	114	107	103	-	-	-	-
Total funding available for the Rail Network activity class	-	-	-	282	434	534	588	463	45	20
Direct Crown funding										
City Rail Link	77	291	425	467	503	337	373	191	76	76
Wiri to Quay Park (Third Main Line)	-	5	55	103	73	47	35	-	-	-
Papakura to Pukekohe Electrification	-	2	49	117	107	87	16	32	9	-
Drury Railway Stations	-	-	6	22	33	63	131	314	-	-
Wairarapa Rail Upgrades	-	-	-	1	5	27	39	56	-	-
Northern Package	-	46	103	49	39	22	63	44	-	1
Rolling Stock	-	90	64	187	130	199	240	391	217	79
Mechanical Facilities	-	10	28	25	60	51	28	5	-	-
EF Fleet Refurbishment	-	3	7	13	10	2	-	-	-	-
Hillside Workshop	-	-	-	10	11	53	12	8	11	-
Freight Hub	-	2	17	16	6	1	-	-	-	-
Rail Tourism Investments	-	4	4	3	6	6	1	-	-	-
Metropolitan Rail Maintenance and Renewals in Auckland and Wellington	-	-	-	-	-	-	108	-	-	-
Auckland Metro Rail Upgrades	-	3	60	61	88	108	158	76	14	-
Wellington Metro Rail Upgrades	45	63	102	101	95	106	137	37	25	-
Total Direct Crown funding	122	517	919	1,174	1,168	1,110	1,342	1,155	353	156
Total funding for rail	122	517	919	1,456	1,602	1,644	1,930	1,618	398	176

*Additional Crown funding for rail will be subject to the consideration of any future funding requests.

Table 7. Rail Network activity class funding ranges

	GPS 2024 funding ranges (\$m)						Forecast funding ranges (\$m)			
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Upper	630	560	560	570	570	570	580	580	580	580
Lower	360	360	20	20	20	20	20	20	20	20

Section 5: Statement of Ministerial Expectations

The Act provides for the Minister, as part of the GPS, to make a statement of their expectations of how the NZTA gives effect to the GPS on land transport.

Although these are expectations of the NZTA under the Act, most of the expectations also apply to other players in the sector including the Ministry of Transport, local government and other delivery agencies. Active cooperation of all players in the sector will be necessary to deliver the results that New Zealanders want and deserve.

The Minister expects a focus on delivery

The NZTA has a significant role to play in improving the performance and quality of our infrastructure. To deliver on this it will need to have a tight focus on its core statutory roles. All NLTP-related activities need to be judged against the benchmark of whether the activity promotes delivery of this GPS.

The Government is looking to the NZTA to deliver on its priorities at pace. The elimination of our infrastructure deficit will require new ways of thinking, maximising the use of new funding and financing tools, implementing new delivery models, and focusing on cost and value over the lifetime of any project.

The Government expects the NZTA to build a much more efficient business case process by the end of 2024. Business cases have become increasingly costly and time consuming for the sector without necessarily leading to better investment choices and more efficient and timely infrastructure delivery. I expect the NZTA to make business case decisions focussed on the core objectives of the project and in a timely fashion to ensure decisions on progressing projects can occur prior to projects increasing significantly in costs.

The NZTA needs to maintain a tight control on project scope and cost. Project specifications should take a “no frills” approach, focusing on delivery of the primary transport objectives that most cost-effectively deliver on the strategic priorities in this GPS.

The NZTA is expected to identify and report to the Minister every six months on any regulatory or other government-controlled barriers to timely delivery, including what changes are needed to reduce project costs and speed up delivery.

The Minister expects a focus on core business

The Ministry of Transport is to lead the oversight and development of policy for New Zealand’s transport system. The NZTA and other RCAs are to act primarily as delivery agencies.

The Minister expects the NZTA to focus on its core roles as defined in the Land Transport Management Act 2003. While the NZTA supports other agencies to deliver other parts of the transport network, it should ensure that its focus is on building and maintaining our state highway roading network and it is not doubling up on delivery where other agencies have specific obligations. Work on programs which are not aligned with the NZTA’s core purposes or with the GPS should be discontinued.

The Minister expects a focus on value for money

The NZTA is responsible for around \$7 billion of road user/taxpayer funds each year and manages one of New Zealand's largest economic assets – the state highway network. Businesses rely on that network to generate the wealth that sustains us all and individuals rely on it for access to jobs, families, and friends. The NZTA must exercise the highest level of stewardship of its assets and investment funding to enable the people of New Zealand to prosper.

Obtaining value for money will require:

- keeping costs under control and identifying savings that can be reinvested back into maintaining or improving the network
- selecting and funding activities and projects that will make the greatest contribution to the Government's long-term goals and strategic priorities outlined in this GPS
- choosing the most advantageous combination of whole of life cost and infrastructure quality to meet a "no frills" specification that delivers the primary transport objective of the project in the most cost-effective manner
- monitoring operational expenditure and reporting to the Minister regularly on this expenditure
- reporting expenditure on temporary traffic management on a quarterly basis and reducing this expenditure, while maintaining the safety of workers and road users. The NZTA was unable to provide a breakdown of its expenditure on temporary traffic management in preparation of this GPS. It is expected that the NZTA will calculate its expenditure on temporary traffic management for each of the three previous financial years to form a baseline for future savings

- reducing expenditure on general advertising and identifying the most cost-effective and beneficial method for necessary advertising, such as road safety promotion
- focusing on providing services that meet the needs and expectations of users
- standardising the delivery of building and maintaining roading infrastructure, while remaining open to new models of delivery that are likely to result in better and smarter services and/or lower costs
- identifying more efficient ways to manage road tolling. Currently 32 percent of total toll revenue is spent on administering tolls. This level of expenditure on toll administration is expected to reduce
- identifying opportunities for collaborative and/or centralised procurement with local government, including centralising the procurement of speed signs.

The Minister expects consideration of other revenue sources and other funding and delivery models

There are several funding and procurement mechanisms already available to support investment in land transport and the Government expects to implement more of these during the term of GPS 2024.

The NZTA is expected to maximise its own revenue and consider opportunities to supplement that revenue with contributions from beneficiaries/users whenever possible. "Maximising" its own revenue means ensuring that the amount spent on RUC investigations and enforcement is consistent with obtaining the most revenue, net of the investigation and enforcement costs.

However, just maximising revenue does not go far enough, and alternative funding tools are required for investment in land transport. The Government expects the Ministry of Transport and the NZTA to work together on the future of land transport revenue.

The Minister of Transport expects to announce next steps on the future of the revenue system by the end of 2024. This work programme should include how each of the following funding tools will be incorporated into the provision of investment in land transport:

- tolling
- time of use charging
- equity finance
- value capture.

The NZTA will be required to find efficiencies in the delivery of its services. This includes developing digital and electronic systems and processes and allowing third parties to bid to operate these services. One example of where this can be used is with New Zealand's road tolling arrangements, which currently require 32 percent of total toll revenue to be spent on administering the tolls. Finding efficiencies in the tolling system can reduce administration costs, enabling greater focus on maintaining the road network. New or existing digital infrastructure and information systems should be used where appropriate, in line with the Value for Money strategic priority.

The NZTA should consider tolling to construct and maintain all new roads, including the Roads of National Significance. The Government will support all recommendations by the NZTA to toll roads. Opportunities for toll roads should be explored where:

- they are likely to meet the requirements set out in the Act, and
- toll revenues, net of the costs of the tolling scheme itself, will make a positive contribution to the costs of the project.

Increased tolling on new roads will protect existing funding in the NLTF for maintaining existing roads.

PPPs, concessions, and other alternative delivery options are to be considered for all projects. The NZTA Board should ensure that it has undertaken a more specific set of tests including assuring itself that:

- all relevant options have been examined in relation to any particular project
- all relevant sources of funding and financing have been examined in relation to any particular project and those deemed suitable have been actively pursued and included in the projects funding mix
- all relevant delivery models have been examined in relation to any particular project, including delivery models where the NZTA may not be the delivery entity, but rather delivery may be done by an expert third party. For the avoidance of doubt, any delivery model selected must represent value for money and balance appropriate levels of risk and timely delivery.

The Government is considering how regional deals between central and local government can provide an opportunity to integrate long-term strategy and planning, across the transport system. The Government will also work with Auckland Council on an integrated transport plan setting out an aligned strategic approach to planning and funding transport in Auckland. I expect that the Ministry of Transport and the NZTA will engage with relevant entities to support this work and, once established, deliver on these deals.

As described above, the Government is also intending to amend the Act to require future GPSs to adopt a 10-year investment plan, bringing them into line with local government Long Term Plans (LTPs). The NZTA should consider how to adjust its own systems and processes so that it is ready to deliver a 10-year plan as part of GPS 2027.

The NZTA shall develop a strategic approach to the acquisition of land and other property interests, including reviewing existing land holdings, and route protection and land acquisition strategies, to determine alignment with the approach described above.

The Minister expects increased focus on performance and efficiency

Over the past five years investment has increased significantly in a number of activity classes but this has not resulted in improved outcomes.

- state highway maintenance funding has increased by 42 percent, but lane kilometres resealed have reduced by 5 percent and lane kilometres rehabilitated have reduced by 27 percent
- local road maintenance funding has increased by 19 percent, but lane kilometres resealed have decreased by 13 percent and lane kilometres rehabilitated have decreased by 30 percent
- investment in public transport has increased by 71 percent since 2018 but there has been a 23 percent decrease in patronage.

Road maintenance has become less efficient, and productivity across the sector is not increasing. The Ministry of Transport has advised that it is difficult to ascertain whether the amount spent on road maintenance is delivering value for money.

The NZTA will be expected to develop a Performance and Efficiency Plan that will drive performance and efficiency across all transport investments. The Performance and Efficiency Plan will identify how the NZTA and all road delivery agencies will:

- improve the management of benefits, costs, risk and uncertainty at the programme and activity class level
- increase the capability and capacity of the transport sector
- improve asset management practices across the sector
- provide analysis to inform price/quality trade-offs for maintenance and operations expenditure

- ensure business case and cost estimation reflect best practice
- manage overheads and back-office costs
- respond to the wider Ministerial Expectations in Section 5 of the GPS 2024
- meet the outcomes the government expects will be achieved in GPS 2024, including:
 - achieving long-term maintenance outcomes of 2 percent rehabilitation of the state highway network each year
 - achieving long-term maintenance outcomes of 9 percent resurfacing of the state highway network each year
 - increasing requirements for potholes to be fixed within 24 hours, and
 - reducing expenditure on temporary traffic management.

The Performance and Efficiency Plan will also need to integrate with the refocussed REG to ensure activities and functions are aligned to drive better accountability, delivery and value for money from our transport investments. The exact scope, functions and reporting lines of the refocussed REG will be developed and approved as part of the Performance and Efficiency Plan.

This plan should be developed in conjunction with the Ministry of Transport and submitted to the Minister by the end of June 2024. The Minister will hold the NZTA Board accountable for delivery and performance against the Performance and Efficiency Plan.

The Minister expects NZTA to ensure that RCAs and PTAs are following the Ministerial Expectations in GPS 2024

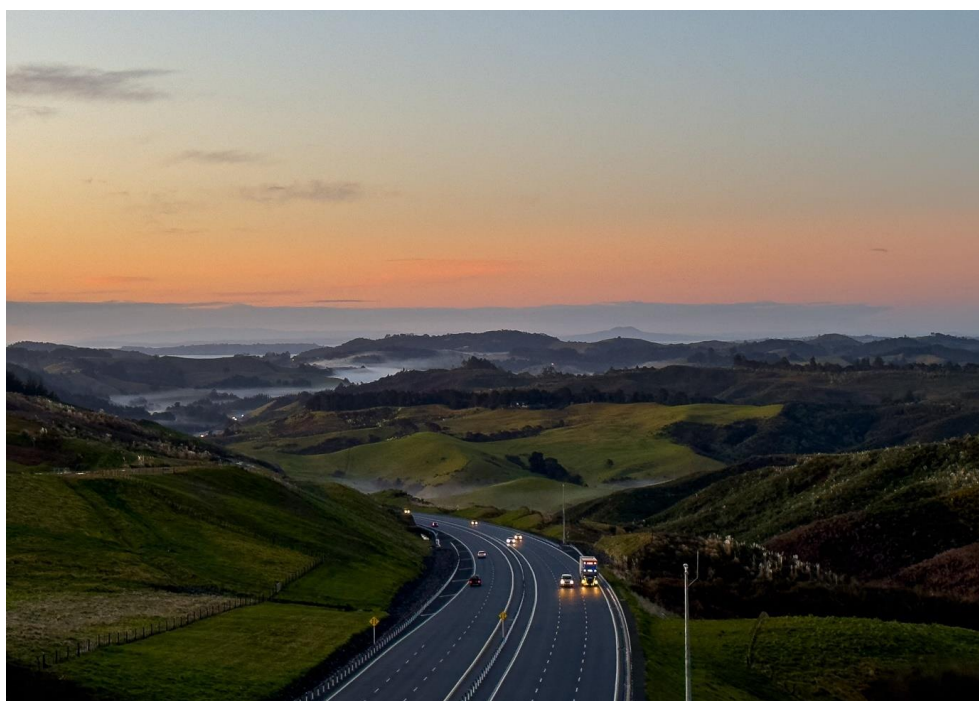
It is expected that the NZTA will ensure that these expectations are, to the extent applicable, incorporated into the requirements placed on other road controlling authorities as a condition of the inclusion of their projects in the NLTP. The same is expected for PTAs looking to have projects in the NLTP. In particular, the Government expects that all PTAs deliver the National Ticketing Solution (NTS) in partnership with the NZTA to make public transport more efficient. The NZTA should not co-fund maintenance, operations or improvements to PTAs' ticketing systems through the NLTF unless they are supporting the delivery of the NTS.

Reporting on the expectations

The NZTA is expected to demonstrate how it is giving effect to these expectations, and specifically how it is progressing with the Performance and Efficiency Plan.

Existing NZTA reporting mechanisms are likely to be used wherever possible in this reporting. Possible mechanisms include:

- Statement of Intent and Statement of Performance Expectations
- assessment of how the NLTP gives effect to GPS 2024
- Annual Report on the NLTF and NZTA Annual Report
- annual reporting on matters relating to the RNIP.



Section 6: Appendices

Appendix A: Debt Repayment Schedule

The expected NZTA debt repayment schedule is tabulated below. These repayments are a 'top-slice' from the NLTF and sit outside of the activity classes.

The debt repayment schedule aggregates the repayments associated with the formal debt arrangements that are currently in place for the NZTA and are outlined in Table 4 - NZTA borrowing facilities.

In addition to repayments on the NZTA's borrowing facilities, the expected debt repayments include repayments on the PPPs that have been used to deliver Transmission Gully and Puhoi to Warkworth projects included in the previous Roads of National Significance programme.

As already indicated in Section 4, GPS 2024 represents a change in how borrowing is reported. The activities funded through borrowing (and any new PPPs) will be reported at the time of the investment as expenditure in the appropriate activity class. In practice this means that the repayments indicated in the below table will be 'top-sliced' from NLTF revenue outlined in Table 2 – NLTF annual funding 2024/25-2029/30, before it is spent on activities included in the NLTP, reducing the NLTP expenditure targets in Table 3 – Expenditure targets and ranges 2024/25-2029/30.

Table 8. Debt repayment schedule

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
	\$m	\$m	\$m	\$m	\$m	\$m
Expected debt repayments	450	500	950	650	450	500

Appendix B: Crown Investment Programme

Major Transport Projects



In addition to the forecast \$74 billion investment in land transport through the NLTF over the next 10 years, the Crown also intends to contribute additional funding into transport infrastructure and operations.

The following tables highlight the different projects and programmes that are currently identified for Crown funding, some of these projects are included in the Roads of National Significance and Roads of Regional Significance programmes.

Roads Of National Significance	Region
Takitimu North Link – Stage 1 *	Bay of Plenty
Ōtaki To North Of Levin *	Wellington
Roads Of Regional Significance	Region
O Mahurangi – Penlink *	Auckland
Waihoehoe Road *	Auckland
SH1 Papakura To Drury Improvements *	Auckland
SH1/29 Intersection Improvement *	Waikato
SH58 Improvements Stage 2 *	Wellington
SH2 Melling Transport Improvements *	Wellington
Canterbury Package – Rural Intersections *	Canterbury
Canterbury Package – Rolleston Upgrade *	Canterbury
Canterbury Package – Halswell *	Canterbury
Queenstown Package *	Otago

*These projects are Crown funded and should not be considered for additional funding.

The Government is also completing pre-implementation of the Canterbury Package – Brougham Street and SH22 Drury projects. Further Crown funding for these projects is subject to funding availability once the Roads of Regional Significance project costs are confirmed. These two projects may be considered for inclusion in the NLTP if they deliver on the objectives of this GPS.

Other Projects	Region
Recovery and rebuild	Nationwide
Regional resilience	Nationwide

Rail projects	Region
City Rail Link	Auckland
Wiri To Quay Park - Third Main	Auckland
Papakura To Pukekohe	Auckland
Drury Rail Stations	Auckland
Whangārei To Otiria	Northland
Ashburton Freight Hub	Canterbury
Lower north island rail improvements (includes new passenger rolling stock for the Wairarapa and Manawatu lines and related network infrastructure)	Wellington / Manawatu
Rail network investment programme – freight	Nationwide
Non-commercial rail investment	Nationwide
Rolling stock	Nationwide

Public Transport	Region
Public Transport Concessions	Nationwide
Eastern Busway	Auckland

Other	Region
Electric Vehicle Charging Infrastructure	Nationwide

Appendix C: Glossary/Definitions

Activity	Defined in the LTMA as a land transport output or capital project, or both
Activity class	Refers to a grouping of similar activities
Approved organisations	Organisations eligible to receive funding from NZTA for land transport activities. Approved organisations are defined in the LTMA 2003
Benefits realisation	A process that demonstrates whether or not (and how well) the anticipated results have been achieved
Capacity of network	The amount of movement of people and/or goods that the network can support at a given time
Demand management	Demand management refers to interventions which change the demand for transport. These interventions may seek to influence how, when and where people travel, and freight is transported. The purpose of demand management is to ensure the transport system is utilised efficiently and effectively, and to reduce the negative impacts of travel and freight movement
Emissions Trading Scheme (ETS)	The New Zealand Emissions Trading Scheme. The ETS requires businesses to surrender one 'emissions unit' (known as an NZU) to the Government for each tonne of emissions they emit. NZUs are tradeable. The ETS limits emissions by limiting the number of NZUs available to emitters (i.e., that are supplied into the scheme)
Fuel Excise Duty (FED)	Fuel Excise Duty is a tax imposed by the government to fund land transport activities. FED includes excise duty paid on liquid petroleum gas and compressed natural gas (in addition to Petrol Excise Duty), but these account for a very small proportion of overall fuel excise
Hypothecation	The direct allocation of all income from a tax or charge (e.g., Fuel/Petrol Excise Duty or Road User Charges) to a particular type of activity (e.g., the National Land Transport Fund)
Lead investment	Investment which acts as a catalyst for future development
Land Transport Management Act 2003 (LTMA)	The main Act governing the land transport planning and funding system
Land transport revenue	Revenue paid into the Fund under the LTMA 2003
Local road	Defined in the LTMA 2003 as a road (other than a state highway) in a district that is under the control of a territorial authority
Local share	The contribution that communities make (through local government) towards transport projects that have shared national and local benefits
Maintenance	Care and upkeep of infrastructure so that it can deliver a defined level of service, while leaving the fundamental structure of the existing infrastructure intact
Ministry of Transport (the Ministry, MoT)	The government's principal transport policy adviser that leads and generates policy, and helps to set the vision and strategic direction for the future of transport in New Zealand

Motor vehicle registration and licensing fees	Motor vehicles pay a registration fee when first registered to enter the fleet, and an annual licence fee to legally operate on the road network. Motor vehicle registration and licensing fees are defined as land transport revenue. The fees are intended to contribute to the maintenance of the Motor Vehicle Register where the details of motor vehicles are recorded
National Land Transport Fund (NLTF, the Fund)	The set of resources, including land transport revenue, that are available for land transport activities under the National Land Transport Programme
National Land Transport Programme (NLTP)	A programme, prepared by NZTA, that sets out the land transport activities which are likely to receive funding from the National Land Transport Fund. The NLTP is a three-yearly programme of investment in land transport infrastructure and services from the Fund
Public transport	Passenger transport infrastructure and services contracted by local and central government which may include shared on-demand services identified in Regional Public Transport Plans as integral to the public transport network.
Rail Network Investment Programme (RNIP)	A ten-year plan of projects, guided by the New Zealand Rail Plan, to achieve a reliable, resilient, and safe rail network. The programme is written by KiwiRail and approved by the Minister of Transport with guidance from NZTA
Regional Land Transport Plans (RLTPs)	Plans prepared by Regional Transport Committees, that set out each region's transport objectives and policies for a period of at least 10 years. This includes bids for funding from the NLTP
Regional Transport Committees (RTCs)	A transport committee, which must be established by every regional council or unitary authority for its region. The main function of a regional transport committee is to prepare an RLTP
Results	The outcomes that the Crown wishes to achieve from the allocation of funding from the National Land Transport Fund. They are expressed by a measure change, and are impacted by the level of investments, activities and deliverables required to realise the change
Road Controlling Authorities (RCAs)	Authorities and agencies that have control of the roads, including NZTA, territorial authorities, Auckland Transport, the Waitangi Trust, and the Department of Conservation
Road User Charges (RUC)	Charges on diesel and heavy vehicles paid to the Government and used to fund land transport activity
State highways	A road designated as such by NZTA, as defined by the LTMA 2003
Track user charges (TUC)	Charges paid by rail freight operators for access to/use of the rail tracks
Total Mobility Scheme	The Total Mobility Scheme provides subsidised licensed taxi services to people who have an impairment that prevents them from making a journey unaccompanied, on a bus, train or ferry in a safe and dignified manner
New Zealand Transport Agency (NZTA)	The government agency with statutory functions to manage the funding of the land transport system and manage the state highway system

Disclaimer: all reasonable endeavours are made to ensure the accuracy of the information in this document. However, the information is provided without warranties of any kind including accuracy, completeness, timeliness or fitness for any particular purpose.

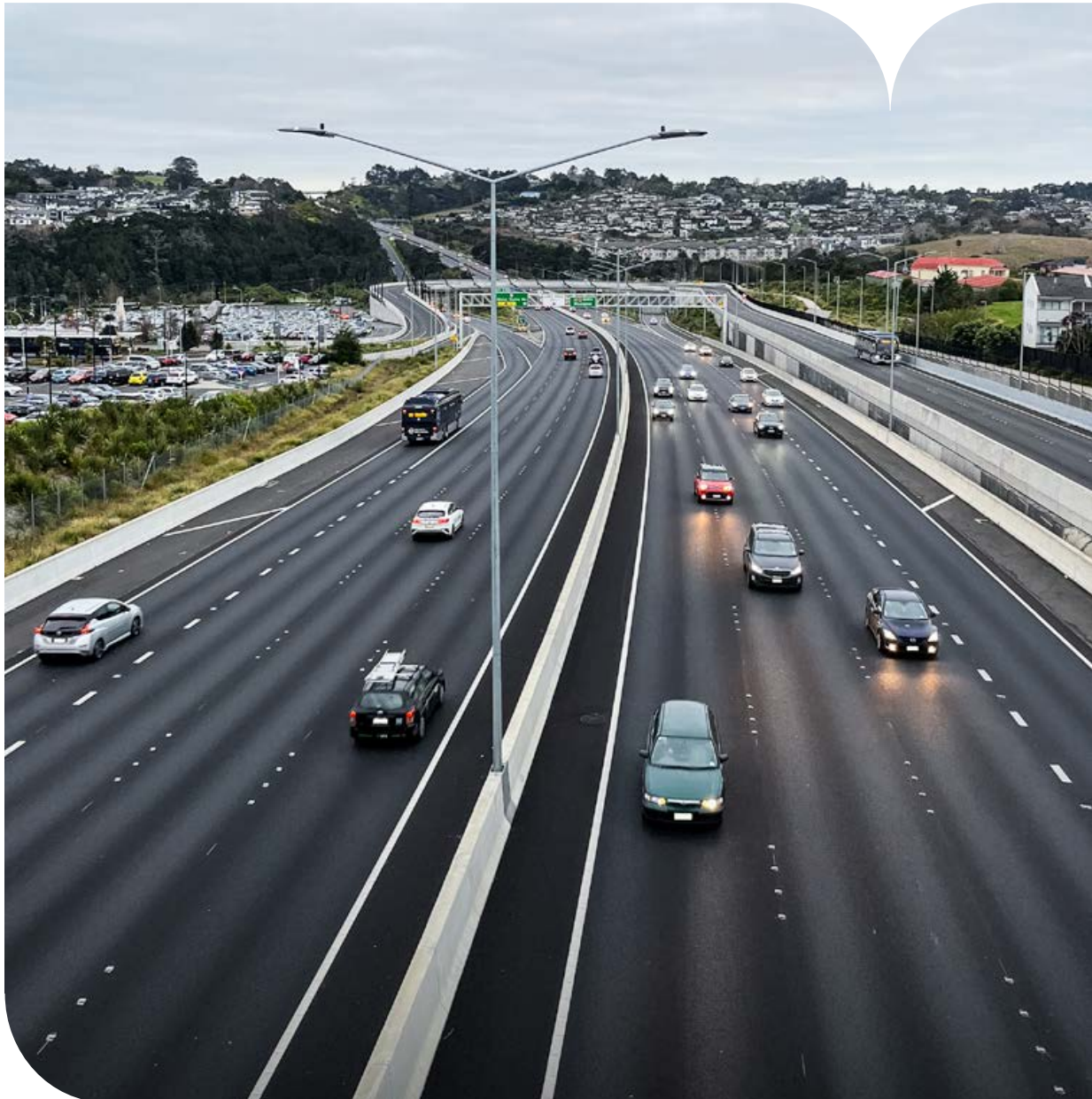
The Ministry of Transport excludes liability for any loss, damage or expense, direct or indirect, and however caused, whether through negligence or otherwise, resulting from any person's or organisation's use of, or reliance on, the information provided in this document.

Under the terms of the New Zealand Creative Commons Attribution 4.0 (BY) licence, this document, and the information contained within it, can be copied, distributed, adapted and otherwise used provided that –

- the Ministry of Transport is attributed as the source of the material
- the material is not misrepresented or distorted through selective use of the material.

The terms of the Ministry's Copyright and disclaimer apply, available at: www.transport.govt.nz

NZ Transport Agency Waka Kotahi National Land Transport Programme 2024-27



Contents

Foreword	3	Activity classes	Regional summaries
Introduction	4	State highway improvements	Northland 36
2024-27 revenue and investment flows	5	State highway pothole prevention	Auckland 40
Investment by the numbers	6	State highway operations	Waikato 44
How the NLTP is developed	7	Local road improvements	Bay of Plenty 48
How we assess and prioritise projects	11	Local road pothole prevention	Gisborne 52
Māori engagement	12	Local road operations	Hawke's Bay 55
Significant land transport challenges facing New Zealand	13	Public transport services	Taranaki 58
Our role	15	Public transport infrastructure	Manawatū/Whanganui 61
How we're giving effect to the GPS by activity class	17	Safety	Greater Wellington 64
		Rail network	Top of the South: Nelson, Tasman and Marlborough 68
		Walking and cycling	Canterbury 74
		Future investment	Otago/Southland 78
		Revenue and expenditure 2024/25 to 2033/34	Chatham Islands 82
		34	How this NLTP complies with s19B of the LTMA
		35	85
			Glossary
			93

Copyright information

Copyright ©. This copyright work is licensed under the Creative Commons Attribution 4.0 International licence. In essence, you are free to copy, distribute and adapt the work, as long as you attribute the work to NZ Transport Agency Waka Kotahi (NZTA) and abide by the other licence terms. To view a copy of this licence, visit <http://creativecommons.org/licenses/by/4.0/>

Disclaimer

NZTA has endeavoured to ensure material in this document is technically accurate and reflects legal requirements. However, the document does not override governing legislation. NZTA does not accept liability for any consequences arising from the use of this document. If the user of this document is unsure whether the material is correct, they should refer directly to the relevant legislation and contact NZTA.

More information

NZ Transport Agency Waka Kotahi
24-EX-NLTP-002
Published September 2024
ISBN 978-1-991311-02-3

If you have further queries, call our contact centre on 0800 699 000 or write to us:

NZ Transport Agency Waka Kotahi
Private Bag 6995
Wellington 6141

Foreword



The Government Policy Statement on land transport 2024 (GPS 2024) sets a new direction for New Zealand's land transport system over the next 10 years.

The overarching strategic priority for land transport investment is economic growth and productivity. Critical to achieving this is maintaining the state highway and local road networks and making sure people and freight can get where they need to go, quickly and safely.

We work in a complex operating environment, where we must meet our full range of statutory obligations and deliver on the government's expectations.

We have a clear direction to deliver a better transport network for New Zealanders at pace, with the new Roads of National Significance programme at the heart of this transformation.

Our investment in public transport is aimed at building important connections in our main urban areas to support economic growth by reducing congestion and travel times.

We'll ensure there is sufficient funding for critical new services and with co-investment funding from our partners, we'll maintain existing services.

The National Ticketing Solution will deliver an integrated public transport ticketing network across New Zealand.

Cost escalation continues to be a major factor to manage in infrastructure projects internationally, and we plan to focus on ensuring projects are well aligned with the GPS and deliver value for money.

Establishing a sustainable funding model will be critical for us to meet the government's expectations, particularly around improving road network condition and tackling urban congestion.

Over the coming year, we'll look at alternative funding arrangements and delivery models, focus on driving performance and efficiency through our investments, and continue to progress the findings of the Land Transport Revenue Review.

We'll focus on delivery of our core transport network and regulatory roles showing value for money for the taxpayer and Crown investment.

Continuing to accelerate the use of technology, innovative transport solutions and information systems is a priority.

Working with our partners and stakeholders, supply chain, local government and Māori will continue to be our focus.

Establishing a manageable work programme, balancing the delivery of our core transport network and regulatory roles with delivering the expectations of the government will be critical to achieving the outcomes expected by GPS 2024.

This means we need to adapt the way we work and deliver our services more efficiently and effectively to show value for money and provide a better customer experience for New Zealanders using the land transport system.



Hon Simon Bridges
Chair



Nicole Rosie
Chief Executive

Introduction



Transport plays a crucial role in supporting the economy. When the transport system is well planned, maintained, and managed, it enables economic growth and productivity.

The government's strategic priorities for the land transport system are set out in the Government Policy Statement on land transport 2024 (GPS 2024). GPS 2024 focuses on a transport network that supports economic prosperity by enabling people and freight to move around efficiently, quickly and safely.

GPS 2024 guides our decision-making on where investment from the National Land Transport Fund (NLTF) will be spent during the next 10 years. It sets out the government's strategic priorities for the land transport system, how much revenue is forecast to be raised for the NLTF, how much borrowing we can access and how this funding will be allocated across different types of land transport activities.

The National Land Transport Programme (NLTP) is a 3-year programme of prioritised activities with a 10-year forecast of revenue and expenditure. It's prepared by NZ Transport Agency Waka Kotahi (NZTA) to give effect to the GPS and reflects a partnership between NZTA (which invests NLTF funding on behalf of the Crown), and local government (which invests on behalf of ratepayers). The 2024-27 NLTP includes activities from the Rail Network Investment Programme (RNIP), as approved by the Minister of Transport, to support the rail freight network, along with various activities that are part or fully Crown funded.

In preparing the 2024-27 NLTP, we worked closely with local, regional, and unitary authorities, Auckland Transport, KiwiRail, the Department of Conservation and Waitangi Trust Board to develop a programme of national and regional land transport activities that responds to GPS 2024.

The NLTP includes land transport projects and activities put forward for inclusion through Regional Land Transport Plans (RLTPs), which includes NZTA's State Highway Investment Proposal (SHIP) activities, and nationally delivered programmes developed by NZTA.

This investment also includes joint programmes with our local and central government partners, such

as the Road Efficiency Group (REG) which supports road controlling authorities to improve activity management and make smarter investment decisions. The GPS has directed REG to refocus on ensuring that investment in maintaining and improving resilience on the state highway, local and rural road network is spent in the most efficient manner.

All proposed activities for NLTF funding were assessed for inclusion in the NLTP and prioritised for funding through the Investment Prioritisation Method (IPM). All activities went through a moderation exercise to ensure they align with GPS 2024.

We must plan to meet the level of expenditure for each activity class as set out in the GPS – this means meeting at least the minimum spend across all activity classes.

The NLTP sets out forecast investment in land transport activities and expenditure for 2024-27. Some activities are committed for funding, others are proposed, awaiting further planning, information and/or funding to confirm their priority and to be approved. Some activities may not proceed because of changes to local funding availability or a change in programme priority.

All activities that are delivered during the next 3 years, will be those that are consistent with the GPS 2024 and support the government's priorities for the land transport network.

2024-27 revenue and investment flows



Funding will come from...

Opening balance	\$340 million
Road user charges (net)	\$6.7 billion
Fuel excise duty (net)	\$5.7 billion
Motor vehicle registry fees (net)	\$1.3 billion
Track user charges	\$60 million
Crown loan	\$3.1 billion
Crown capital grant	\$3.1 billion
Crown grant (contingency)	\$1 billion
Rail network (Crown funding)	\$1 billion
Other Income (tolling, property etc.)	\$200 million
North Island weather event (Crown funding)	\$910 million
Housing Infrastructure Fund	\$150 million
Sub total	\$23.6 billion

Local government share of NLTP activities	\$5.8 billion
Major Crown Investment Projects	\$3 billion
Climate Emergency Response Fund	\$200 million
National Resilience Programme	\$230 million
Other Crown funding	\$140 million
Total funds	\$32.9 billion

and will be invested in

Pothole prevention (state highways and local roads)	\$5.5 billion
Maintenance and operations (state highways and local roads)	\$4.6 billion
State highway improvements	\$7 billion
Local roading improvements	\$1.3 billion
Public transport infrastructure and services	\$6.4 billion
Road policing and safety	\$1.7 billion
North Island weather events recovery, including rail	\$1 billion
Improving resilience and climate emergency response	\$390 million
Contingency for capital Improvements	\$1 billion
Footpath and cycleway improvement and maintenance	\$460 million
PPP and debt repayments	\$1.9 billion
Rail network	\$1 billion
Other transport investment (Includes asset management planning and funding for regulatory activities)	\$700 million
Total expenditure	\$32.9 billion

Investment by the numbers



Revenue in the NLTF comes from 3 main sources primarily – fuel taxes, road user charges plus revenue from vehicle licensing.

There is a smaller sum collected from the sale of surplus land/ property and rail track user charges.

The majority of this revenue is gathered into the NLTF and allocated to the NLTP. The NLTF is to be solely used for activities in the NLTP, with limited exceptions. These include search and rescue, and top up funding for regulatory activities not covered by user fees and charges.

Funds are also provided by local government, to invest in their local and regional land transport system on behalf of their ratepayers. There is also targeted Crown funding for some activities, such as subsidies under the SuperGold scheme.

In 2024-27, \$32.9 billion of funding is forecast to be managed under the NLTP from various sources of funding and financing. This is an increase of 35 percent compared to the 2021-24 NLTP.

Total funding includes an estimated \$23.6 billion from the NLTF. The NLTF contribution includes new Crown financing of \$3.1 billion and Crown capital grants of up to \$4.1 billion. There is also additional Crown funding to support the RNIP and recovery work on the state highway and local road networks following the North Island weather events of 2023.

\$32.9 billion

Forecast total investment in this NLTP

Everyone who drives a vehicle makes a contribution to the NLTF.

\$9.8 billion

Forecast investment in economic growth and productivity

\$5.5 billion

Forecast investment in fixing potholes

\$7 billion

Forecast investment in Improving New Zealand's state highway network

\$1.7 billion

Forecast investment in road policing and safety promotion

\$4.6 billion

Forecast investment in state highway and local road maintenance operations

\$6.4 billion

Forecast investment in public transport

\$1.3 billion

Forecast investment in local road improvements



How the NLTP is developed



The National Land Transport Programme (NLTP) 2024-27 is the programme of land transport activities and projects that NZ Transport Agency Waka Kotahi (NZTA) and our co-investment partners local government and the Department of Conservation will undertake during the next 3 years.

The NLTP is our planned programme of investment in the land transport network to make it efficient, safe, accessible, resilient and reliable to boost economic growth and productivity.

The NLTP is funded from the National Land Transport Fund (NLTF) (which includes fuel excise duty, road user charges, and vehicle registration and driver licensing fees), Crown investment (funding and financing) and from local government.

The NLTP includes transport proposals put forward for inclusion through Regional Land Transport Plans (RLTPs), which includes NZTA's State Highway Investment Proposal (SHIP), and nationally delivered programmes developed by NZTA.

Requirements of the NLTP

Under the Land Transport Management Act 2003, NZTA is required to ensure that the NLTP contributes to an effective, efficient, and safe land transport system in the public interest.

The NLTP must give effect to the current Government Policy Statement on land transport (GPS).

When preparing the NLTP, we must take into account RLTPs, the National Energy Efficiency and Conservation Strategy, as well as any relevant national policy statements and any regional policy statements or plans in force under the Resource Management Act 1991 (RMA).

The NLTP must include an assessment of how it complies with these requirements.

Government Policy Statement on land transport 2024 (GPS 2024)

GPS 2024 has 4 strategic priorities with a range of outcomes that the 2024-27 NLTP takes account of.

Economic growth and productivity, increased maintenance and resilience, safety, and value for money are the government's 4 strategic priorities for the land transport network during the next 3 years.

To support these priorities, we're investing in new transport projects and continuing to maintain and repair our existing infrastructure.

Our focus will be on improving the performance and quality of our transport infrastructure by building and maintaining our state highway roading network.

We'll also be co-investing in New Zealand's local roads to ensure we continue to have an efficient and effective network that helps move freight and improve economic efficiency.

Economic growth and productivity

The government's overarching priority for investment is to support economic growth and productivity.

Central to this strategic priority is the Roads of National Significance (RoNS) programme. The RoNS are strategic corridors that will support economic growth by enabling new housing areas for population growth and key links to export markets. They'll also improve safety, help to get goods to market more efficiently and effectively, and will build greater resilience into the roading network.

The Roads of Regional Significance (RoRS) are a package of transport projects on key corridors at a regional level. Once completed, they'll also support economic growth and productivity.

Increased maintenance and resilience

The government's priority is to ensure New Zealanders have access to a well-maintained and reliable transport network. This will help build resilience into the network and keep people and freight moving.

Our focus will be on fixing potholes and maintaining state highways, and local and rural roads to a high standard.

We'll also be taking a more proactive approach to road maintenance to ensure we have a reliable and resilient network.

Safety

Safer roads, safer drivers and safer vehicles are the focus of this priority area, with reduction in deaths and serious injuries and increased enforcement, the expected outcomes.

Delivering safe roading infrastructure through the RoNS and RoRS programmes will give effect to this strategic priority and help reduce deaths and serious injuries on our roads.

Investment towards road policing and enforcement, fixing potholes and increased levels of road maintenance, will also help make our roads safer.

Value for money

GPS 2024 outlines a clear direction to deliver value for money in everything we do.

During implementation of the 2024-27 NLTP, we'll work to ensure every dollar we spend delivers better value for money outcomes for New Zealand. This includes exploring opportunities to run collaborative and/or centralised procurement functions with local government.

We'll work closely with our co-investment partners and suppliers to improve the network's performance.

We'll ensure we get the most from existing infrastructure, and the use of technology, before we look to build new.

Our focus on improved maintenance will make our network more efficient and reliable. Through better management, we'll extend the life of our assets.

Our targeted improvements at high-risk locations will provide cost-effective ways of making our roads safer.

We'll also look to reduce operational costs, such as with temporary traffic management, without compromising road worker or user safety, and ensure we keep everyone moving – both people and goods to market.

We'll look to deliver the best outcomes for the network and communities, using a no-frills approach to achieve economies of scale, a joined-up approach for delivery and we'll scrutinise every dollar we spend.

Alternative funding sources will also be sought to achieve the government's priorities for the land transport network.



Showcase

Roads of National Significance programme

The government has reintroduced the Roads of National Significance (RoNS) in the Government Policy Statement on land transport (GPS 2024).

These are strategic corridors that will not only support economic growth, by enabling new housing areas for population growth and key links to export markets, but also improve safety and build greater resilience into the roading network.

All RoNS projects remain subject to investment decisions and funding.

Current focus

Work is underway to establish each project's scope, estimate costs and timelines, and understand the interdependencies with other state highway activities.

Planning and delivery of RoNS projects will be different and we're already working with industry about these changes.

Our focus is on understanding market capability and capacity, ahead of procurement getting underway later this year.

Timing

The State Highway Investment Proposal 2024-34 (SHIP) proposes staging individual projects over 3 National Land Transport Programme (NLTP) periods.

Planning is underway to set up a 10-year pipeline of work for all projects. This will give industry the confidence to plan long-term and make the necessary investments in equipment and staff to deliver at scale and pace.

To inform the pipeline, we've grouped projects into 3 waves to indicate the likely NLTP period when construction of each of the projects could begin.

NZTA will begin early planning for all projects by June 2025 and begin construction on some of the RoNS within the next 3 years subject to funding.

For RoNS projects where route protection is not in place, NZTA intends progressing with land designation and consents for these projects within the next 4 to 5 years, to provide long-term planning certainty for regions and communities.

Funding

GPS 2024 requires we consider all funding, financing and delivery options to deliver the RoNS in stages and as quickly as possible. This will include assessing RoNS projects for tolling.

Government policy changes, like the Fast-track Approvals Bill, and the speed at which alternative funding and financing can be confirmed, will also inform the RoNS roll-out.



Roads of National Significance



Auckland

- Warkworth to Wellsford
- Mill Road Stage 1
- East-West Link
- SH16 North-West Alternative Highway

Northland

- SH1 Whangārei to Port Marsden Highway
- Alternative to Brynderwyn Hills

Waikato

- Hamilton Southern Links
- SH1 Cambridge to Piarere

Bay of Plenty

- SH29 Tauriko West
- Takitimu North Link Stage 1*
- Takitimu North Link Stage 2

Greater Wellington

- Petone to Grenada Link Road and Cross Valley Link
- SH1 Second Mt Victoria Tunnel and Basin Reserve upgrade
- Ōtaki to north of Levin*

Hawke's Bay

- Hawkes' Bay Expressway

Nelson Tasman

- SH6 Hope Bypass

Canterbury

- SH1 Belfast to Pegasus Motorway and Woodend Bypass

*In pre-implementation and construction, Crown funded.



Roads of National Significance

Te Kāwanatanga o Aotearoa
New Zealand Government

24-EX-010

How we assess and prioritise projects



The Investment Prioritisation Method

We use an investment framework that includes the Investment Prioritisation Method (IPM) to ensure funding for the National Land Transport Programme (NLTP) is prioritised and distributed nationally to give effect to the Government Policy Statement on land transport (GPS).

The IPM uses a methodology and criteria to ensure a nationally consistent approach to assessing and comparing all proposed land transport activities to determine the best mix for inclusion in the NLTP.

The IPM for the 2024–27 NLTP was reviewed to ensure the assessment criteria emphasised the need for activities seeking National Land Transport Fund (NLTF) funding to respond to the 4 strategic priorities and detailed expectations for use of NLTF funds that are set out in the GPS.

The IPM's criteria is weighted to emphasise the GPS overarching strategic priority of economic growth and productivity. The other 3 GPS strategic priorities are weighted equally in the IPM.

Our decision-making process

Our decisions follow a transparent, evidence-based process to ensure we deliver the outcomes of the GPS and best value for money for New Zealand.

This prioritisation process includes moderation by senior subject matter experts. Representatives from local government and the Ministry of Transport are present to ensure the prioritisation process is transparent and gives effect to the GPS.

We've assessed and prioritised regional and national activities in each of the 12 activity classes the government has identified to shape the distribution of funding across the 2024–27 NLTP.

Each activity is moderated and prioritised for funding against other activities in the same activity class.

The IPM is applied at 2 stages in the investment decision-making process:

- Stage 1: NLTP inclusion decision: when NZTA decides whether to include an activity or phase of an activity in the NLTP.
- Stage 2: NLTF investment decision: when NZTA decides whether to approve NLTF funding for an activity or for a phase of an activity (included in the NLTP).

The priority order for an activity is re-assessed at stage 2 based on the information put forward in the application to ensure that the activity's priority order remains above the investment threshold.

The NZTA Board sets the investment threshold for each activity class based on the priority order of activities proposed and the funding available in each activity class, taking account of the total available funding, as set out in the GPS

Māori engagement



Māori communities have historical and cultural connections to the whenua and its resources. Identity and wellbeing are intricately tied to the environment. This relationship means it's important Māori contribute to land transport decisions.

NZTA has obligations under section 18H of the Land Transport Management Act 2003 (LTMA) to establish and maintain processes to provide opportunities for Māori to contribute to the organisation's land transport decision-making processes and to consider ways to foster the development of Māori capacity to contribute to these processes. This ensures a more inclusive and equitable approach which benefits all communities.

Māori participation in the development of the National Land Transport Programme (NLTP) helps ensure cultural values and traditions are preserved, respected, and recognised in land transport decisions.

Māori participation also supports projects and initiatives to achieve goals and enhance outcomes for Māori that align to travel and road safety, accessibility, economic growth, and environmental and long-term sustainability.

To deliver on our goals we have:

- remained committed to delivering under Te Ara Kotahi, our Māori strategy and to our legislative obligations
- provided resourcing to inform and educate iwi and hapū on what the NLTP is and why it's critical they engage in the process
- created targeted communications for iwi to build knowledge and understanding of opportunities for input
- supported our teams with targeted engagement opportunities, including initiating engagement with the National Iwi Chairs Forum, to help identify and explore opportunities for Māori to be involved with national level decision-making related to funding.

This work ensures we're continuing towards more meaningful engagement with Māori during preparation of the 2027-30 NLTP.

The following actions have been identified for the next 3 years:

- Working closer with regional councils, Regional Transport Committees, and others on a joint approach for Māori engagement.
- Identify the iwi, hapū and mana whenua groups that NZTA has strong existing relationships with and canvas the views of those groups.
- Further engagement with the National Iwi Chairs Forum, to better understand and address Māori aspirations for land transport, and how Māori can be included in decision-making.

Significant land transport challenges facing New Zealand



New Zealand faces a complex set of land transport challenges, shaped by our rugged topography, dispersed population centres and heavy reliance on road networks. These challenges vary considerably across the country.

The country's economic prosperity is underpinned by a transport network that enables people and freight to move around efficiently, quickly and safely. Therefore, addressing these challenges is crucial for growing the nation's economy and improving quality of life.

The most significant transport challenges are:

- Maintaining existing networks.
- Providing basic access to opportunities and enabling the movement of freight around the country.
- Resilience to natural hazards and climate change.
- Congestion and capacity constraints, especially in large and growing cities.
- Reducing the level of harm to people and the environment.

Upkeep of networks

Ensuring the upkeep of our existing networks presents a major ongoing challenge. Deteriorating assets reduce the efficiency, effectiveness, and safety of the land transport system, and require more investment in the long run.

Maintaining and renewing existing roads, replacing end-of-life or at-risk bridges, and continuing to operate public transport services requires a larger share of total available funding each year.

Movement of people and freight

Facilitating the efficient movement of freight around the country, and providing access to work, education, health and essential services, and other opportunities, is the transport system's core task. This can be difficult, particularly in remote and rural areas, as well as for people with lower incomes or limited mobility.

Ensuring the safe and efficient movement of people and freight supports economic productivity, improved social cohesion, and equitable access to opportunities for all New Zealanders. Inefficient or unreliable freight movement undermines a productive economy by adding costs that are ultimately borne by us all.

Resilience to natural hazards and climate change

Resilience to natural hazards and climate change is a growing challenge. The country is prone to earthquakes, floods and landslides, which can disrupt transport networks and cause significant damage to infrastructure.

Recent weather events have highlighted how these risks are compounded by the impacts of climate change, such as rising sea levels and more frequent extreme weather events. Addressing these challenges requires proactive planning, investment in resilient infrastructure and strategies for adapting to and mitigating the impacts of climate change on transport.

Road congestion

Population growth, dispersed land use patterns and increasing vehicle ownership contribute to growing congestion on roads, leading to delays, added economic costs, decreased productivity, and environmental degradation.

Congestion and capacity constraints in many of our major urban centres restrict economic productivity, prevent increased housing supply, and reduce the quality of life. These also have a significant impact on freight movement and overall economic productivity.

Slower and less reliable journeys reduce the number of jobs and other opportunities people can reach in a reasonable travel time, meaning they don't enjoy the benefits that growth should bring to their prosperity and quality of life.

In major urban areas, it's particularly important for investment in infrastructure and services to be accompanied by better integration between transport and land use, managing demand and making the most of the existing networks through initiatives like road pricing.

Safety

While the transport system brings great benefits to New Zealanders, reducing the level of harm to people and the environment is also a significant challenge.

New Zealand continues to experience a high rate of road crashes and fatalities, which require a multifaceted response to create a future where mistakes have much lower consequences.

Effort is also needed to reduce the negative environmental and health impacts of the transport system, including from vehicle emissions and the effects of transport infrastructure on ecosystems and water quality.

Targeted solutions

It's critical that these challenges are addressed in an efficient and effective way. This requires focusing on the most critical issues and delivering solutions tailored to local conditions.

This approach means we can make the greatest possible progress towards addressing these challenges with every dollar of public money that is spent. Innovative financing mechanisms and strategic partnerships can further leverage resources to deliver infrastructure projects that support economic growth and improve connectivity.



Our role



At NZ Transport Agency Waka Kotahi (NZTA), our vision is to provide a land transport system that connects people, products, and places for a thriving New Zealand.

We're responsible for looking after the national land transport system, with our partners, for today's and future generations.

We have system leadership, planning, investment, regulatory and delivery roles to support our vision.

NZTA is required to respond to the investment direction set by the Government Policy Statement on land transport (GPS).

Legislative requirements

The Land Transport Management Act 2003 (LTMA) provides the legal framework for managing and funding land transport activities.

The purpose of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest. The act:

- provides an integrated approach to land transport funding and management that takes into account the views of affected communities
- improves social and environmental responsibility in land transport funding, planning and management

- provides NZTA with the roles and responsibilities in relation to land transport
- ensures options and alternatives are given full consideration at an early stage in the development of activities and programmes
- allows for long-term planning and investment in land transport
- ensures that land transport funding is allocated in an efficient and effective manner
- allows for the flexibility of land transport funding by providing for alternative funding mechanisms.

The act also defines our roles and functions, as well as the roles of:

- regional councils, for land transport planning, programming, and funding
- Auckland Transport for land transport planning, programming, and funding
- regional transport committees (and their composition).

It also provides for:

- a Government Policy Statement on land transport.

Our role as system leader

We work in partnership with others at a national, regional and local level. At the national level, we work with those who are shaping national infrastructure and networks to achieve wider outcomes for freight, tourism, housing, urban development, health and education.

Regionally and locally, we work with local government and other partners to identify the key needs of the future land transport system. We provide sector leadership on issues that require national coordination, such as identifying levels of service for road maintenance and public transport services.

We commission research that supports innovation and ongoing improvements to the way we build, operate, and manage the land transport system. We partner with industry and the rest of the sector to develop tools, digital platforms, policies, and guidelines to promote efficiency and reduce costs for everyone who uses and pays for the land transport system.

Our role in system planning, spatial planning, and urban design

We work in partnership with local government and others to plan and manage growth in our cities, towns, and regions. This ensures land-use planning, and the transport system are integrated, that our communities are well-connected and there is easy access to education, employment, and essential services. It also ensures we make the most of the existing transport system and that investment in new infrastructure and services is sequenced to maximise its benefit.

Our role as funder and co-investor

As a funder, we have several statutorily independent functions, including determining which activities are included in the National Land Transport Programme (NLTP) and which activities will be funded from the National Land Transport Fund (NLTF).

As a land transport investor, we co-invest in the development and maintenance of 85,800km of local roads, the development of urban cycleways and walkways, and public transport networks for buses, trains, and ferries to make it easier for people to move around.

Our role as a road controlling authority

We manage and maintain more than 11,000km of sealed and 30km of unsealed state highways, which support economic growth, resilience and safety and are critical in connecting our regions and communities.

We work with our local government co-investment partners to manage access to the state highway and local networks.

We also work with major urban councils to coordinate the flow of people and freight across the transport system. This helps manage travel demand and improves travel reliability.

State Highway Investment Proposal

The State Highway Investment Proposal (SHIP) details our proposed work programme for the state highway network that will deliver on the strategic objectives in the Government Policy Statement on land transport (GPS).

The SHIP is an input to Regional Land Transport Plans (RLTPs) and sets out the priority state highway activities

that we propose are included in RLTPs and the NLTP.

The SHIP outlines the work needed to maintain, operate, renew and improve the state highway network to make it safer, efficient, more resilient and protect future routes. It takes a 10-year view with a focus on the first 3 years.

The 2024-34 SHIP includes the Roads of National Significance (RoNS) and Roads of Regional Significance (RoRS) programmes. The RoNS and RoRS are key strategic corridors and regional links that will support economic growth and productivity, reduce congestion, improve safety, support housing development and provide a more resilient roading network.

As signalled in GPS 2024, the SHIP will periodically be updated to account for additional RoNS and RoRS projects.

As well as state highways, the SHIP also includes the additional Waitematā Harbour Connections, the Northwest Rapid Transit corridor, the Eastern Busway, and the Airport to Botany Busway.

This SHIP proposes increasing our maintenance programme to deliver greater safety and resilience outcomes, as well as strengthening key freight routes. The new state highway pothole prevention activity class will ensure that maintenance funds are prioritised and ringfenced for road resealing, road rehabilitation and drainage maintenance.

This proposal also carries forward a large programme of committed work that supports regional growth and productivity, builds a more resilient network and improves safety.

This SHIP also outlines the high level of work required to restore and reopen the state highway network following Cyclone Gabrielle and other extreme weather events. This work remains a top priority for NZTA.

Delivering value for money is at the core of this proposed programme. We'll explore new ways of working with the sector and our council partners to improve our collective productivity. This includes looking for opportunities to run collaborative and/or centralised procurement functions with local government.

We'll work with all our partners to deliver the best outcomes for all New Zealanders and a thriving and productive economy.

Our role in delivery

We design and deliver nationally-led projects and programmes funded under the NLTP – including programmes to maintain, renew and improve the state highway network and projects that require national coordination, such as the National Ticketing Solution.

Nationally delivered activities

Nationally delivered activities (NDAs) are non-state highway related activities and programmes delivered or managed by NZTA and included as part of the NLTP.

Examples of NDAs include:

- The Safety Camera Programme.
- The Infrastructure Procurement Strategy.
- A consistent asset management data standard.

NDAs support the wider transport sector with a range of outcomes from improving safety to increasing sector capability. They're developed to give effect to the priorities identified in the GPS 2024.

The legislation requires NDAs be included in the NLTP as a prerequisite to receiving funding from the NLTF.

How we're giving effect to the GPS by activity class



In developing the 2024-27 National Land Transport Programme (NLTP), we first considered 'baseline' activities that must be funded in line with our legal obligations and financial commitments and to maintain the system at acceptable levels of service as expected by the Government Policy Statement on land transport (GPS 2024).

This included:

- Financial commitments for projects that had already been approved for funding in previous NLTPs.
- Scheduled payments for debt servicing and under public private partnerships.
- Funding for the Rail Network Investment Programme – which is decided by ministers and funded under both the rail network and public transport infrastructure activity classes.
- Funding to maintain existing public transport services.
- Funding to help maintain the roading network at essential levels of service for safety, resilience and to improve travel time reliability.
- Funding for road policing and road safety promotion.

In 2024-27, these activities account for about 85 percent of forecast funding from the National Land Transport Fund (NLTF), and all have a role to play in delivering on the 4 strategic priorities in GPS 2024.

The forecast funding of \$32.9 billion includes additional Crown financing for the 2024-27 NLTP that will allow our road network to be maintained at current levels of service and to progress the Roads of National Significance (RoNS) programme and the Roads of Regional Significance (RoRS) programme.

The cost of maintaining our state highways and local roads continues to rise and is forecast to require an increasing proportion of NLTF funding in future. This presents an increasing constraint on the NLTF.

New activities included in the NLTP, in addition to the 'baseline' activities set out above, are decided in line with strategic direction and funding allocations in the GPS.

We've targeted additional funding towards the overarching GPS priority of economic growth and productivity, along with maintaining and building resilience into the network. We've also continued to invest in safety, and we've looked to ensure our investment will achieve value for money.

Improvement activities included for funding in this NLTP will deliver the greatest impact across the 4 strategic priorities, and progress the RoNS to reduce congestion, improve safety, support housing development, boost economic growth and provide a more resilient roading network.

Further additional funding or financing will be required outside of the NLTF to deliver on the aspirations of GPS 2024, as well as reform of legislation to allow for road pricing initiatives such as time of use charging, and the transition of all vehicles to road user charges.



Strategic priority: economic growth and productivity

To meet this strategic priority, the state highway improvements activity class has had a significant increase in funding to deliver the Roads of National Significance (RoNS) programme and priority resilience projects.

Economic growth and productivity are also addressed through the local roads improvement activity class. Projects funded under this activity class include building new local roads and improving the capacity of existing local roads, and end-of-life bridge and structures renewals.

The state highway operations and the local road operations activity classes will fund activities that include managing demand and

operating services to ensure the best use of our state highway and local road networks.

The rail network activity class is for investment in the operation and maintenance, renewals and improvements to the national rail network. The activities funded are targeted to parts of the rail network where the most significant economic benefits and opportunities for boosting the productivity of freight movement exist, for example Auckland, Hamilton and Tauranga.

Outcomes we're seeking

The government expects the following outcomes from investment to support economic growth and productivity:

- Reduced journey times and increased travel time reliability.
- Less congestion.
- Improved access to markets, employment and areas that contribute to economic growth.

- More efficient supply chains for freight.
- Access to greenfield land for housing development.

Key approved activities

- Progressing RoNS that support freight and people movement into construction in the 2024–27 NLTP period.
- Accelerating planning work on the Auckland to Whangārei corridor.
- Auckland Transport network optimisation.
- Improving freight connections, such as SH29 Tauriko West, identified as a RoNS.
- Delivering RoNS that will unlock land for housing, such as the Hamilton Southern Links and the Petone to Grenada Link Road.
- Progressing a second urban bridge for Ashburton.
- Continued maintenance and renewal of the national rail freight network.

Showcase Role of freight

Supporting economic prosperity

Freight is a significant contributor to economic growth and prosperity in New Zealand. Our economy relies on the efficient running of the freight and supply chain system. When disrupted it creates network wide issues, such as during the COVID-19 pandemic.

Exporters depend on a predictable, timely and affordable supply chain to get their goods to local distribution centres and overseas markets. Importers (of both finished goods and raw materials for manufacture) need certainty that the supply chain will deliver what they need on time and at an affordable cost; as do we as customers.



Key investments to optimise the existing network

We'll be working closely with the freight sector to address shared challenges to improve productivity, efficiency, safety and resilience. This will include working to improve data and information exchange, delivery, maintenance, and improvement in freight transport infrastructure and supporting innovation.

Ninety-three percent of freight in New Zealand is moved by road. Roads enable the rapid transportation of perishable goods, access to almost any town and the ability to quickly respond to changing demands. In response to these demands NZTA will:

- accelerate planning work on the Roads of National Significance (RoNS) and the Roads of Regional Significance (RoRS), particularly routes that will support economic growth such as the Auckland to Whangārei corridor
- progress some RoNS and RoRS that support freight and people movement into construction in the 2024-27 NLTP period
- increase our maintenance on the state highway network to deliver greater safety and resilience outcomes, as well as strengthen key freight routes
- operate the state highway network, including responding to incidents and emergency events to restore key freight routes quickly

- work closely with the freight sector to minimise disruptions to key routes as we deliver our expanded renewals programme on the state highway network
- improve freight sector productivity and efficiency through the provision of better data and analytics.

Role of rail and key investments

Rail also plays a key role in the transportation of freight, particularly the movement of bulk, non-time sensitive goods and products, such as timber, coal, dairy and appropriate import/export products. One standard (750-metre) freight train carries the equivalent of 54 trucks.

KiwiRail will continue to deliver a programme of maintenance, operations and renewals on the national freight network to support the efficient movement of freight by rail. This will focus on the most productive parts of the network which move the highest volumes of freight, such as the Auckland, Hamilton and Tauranga golden triangle.

Freight friendly roads and bridges

Making more of our state highways and local roads accessible for high productivity motor vehicles (HPMVs) is a focus for NZTA.

HPMVs are trucks that can carry heavier loads and get more freight moved with fewer trips. This has economic benefits for producers, customers and communities.

The HPMV network has been steadily growing – currently we have 8700km (79 percent) of the state highway network and 11, 890km (14 percent) of local roads accessible to HPMVs.

The availability of local roads for HPMVs supports economic productivity and builds resilience by providing alternative routes for freight, particularly during unplanned events affecting the state highway network.

HPMV vehicles often operate with heavier axle loads than conventional trucks which means the road surface deteriorates quicker and needs replacing more often.

Stronger road surfaces

We'll be rebuilding our roads to better support the economy by strengthening road surfaces to carry heavier freight loads, including those of HPMV vehicles,

Where freight volumes are high (and where there's considerable general traffic too) we're increasingly building structural pavements. These are super strong, so require less maintenance despite the heavier traffic. These pavements are increasingly used on freight routes in the Auckland, Hamilton and Tauranga golden triangle.

Stronger bridges

HPMV routes are often limited by the capacity of bridges, with many older bridges not designed to take the weight of HPMVs.

When bridges are replaced, because the old one has reached the end of its service life, where appropriate, they're rebuilt to handle modern freight vehicles. On key routes some bridge decks or beams have been strengthened so the route can be opened to HPMV vehicles.

Nine bridges on state highways have been approved for replacement in the National Land Transport Programme (NLTP) 2024-27.



Strategic priority: **increased maintenance and resilience**

To meet this strategic priority, the state highway pothole prevention and the local road pothole prevention activity classes will address the significant rise in the number of potholes, and deterioration of the state highway and local road networks. Activities will include resealing, rehabilitating and drainage maintenance across both networks.

The Roads of National Significance (RoNS) programme under the state highway improvements activity class has a strong focus on building more resilient roads as well as halting the decline in the condition of our state highways.

The local road improvements activity class focuses investment on activities to improve levels of service on the local road network, including construction of new roads, upgrading of existing roads and improving or replacing end-of-life bridges and structures. Investment is also directed towards Roads of Regional Significance (RoRs).

Resilience improvements on local roads will include targeted infrastructure improvements to mitigate against the impacts of extreme weather events and installing prevention measures.

Outcomes we're seeking

The government expects the following outcomes from investment to support increased maintenance and resilience:

- More kilometres of the road network resealed and rehabilitated each year.
- Fewer potholes.
- A more resilient network.

Key approved activities

- Takitimu North Link stage 1 and stage 2 and local road improvements, Tauranga (stage 1 \$397m, stage 2 \$26m).
- Brynderwyns detour routes upgrade, Paparoa and Cove Roads, Northland (\$43m).
- Pages Road Bridge, Christchurch (\$13m).
- Chaytor Street retaining wall and earthquake strengthening, Wellington (\$9.1m).
- Shepherds Hut Creek culvert, Queenstown (\$2.176m).

Strategic priority: safety

The safety activity class is for investment in road policing and nationally consistent and coordinated road safety promotion.

It focuses on improving road safety through enforcement and behavioural change. Police must achieve road policing targets set by the government through funding in this activity class.

Their focus will be on

- impairment
- speed
- restraints
- distraction
- high risk drivers
- commercial vehicles
- other prevention and enforcement activities including crash response, network maintenance, education.

The Safety Camera System is also funded through this activity class along with several Nationally Delivered Activities (NDAs) to support safe system and regulatory requirements.

The Government expects that investment in road safety will also be achieved across activity classes. This includes the Roads of National Significance (RoNS) programme through the State Highway Improvements activity class and investment in a well-maintained road network through the Pothole Prevention activity classes.

Outcomes we're seeking

The Government expects the following outcomes from investment to support safety:

- reduction in deaths and serious injuries
- increased enforcement

Key approved activities

- Road Policing Investment Programme (\$1.3b).
- Safety Camera Programme (\$249m).
- National Road Safety and Promotion (\$75m) and Regional Safety Promotion (20m).
- Nationally delivered activities to support safe system and regulatory requirements (\$19m):
 - Speed management planning (\$7m).
 - Alcohol Interlock Subsidy Scheme (\$4.2m).
 - Safe Vehicles Programme (\$3m).
 - Vehicle Impoundment Rebate (\$2.4m).
 - Drug Driving Testing Support (\$1.8m).
 - Road Safety Partnership (\$1m).

Showcase

Police investment programme

The GPS strategic safety priority describes road policing and enforcement as one of the most important tools for improving safety on New Zealand's roads.

The GPS therefore directs investment towards road policing and places a particular emphasis on detecting high-risk drivers and those impaired by alcohol and drugs. Drivers and passengers not wearing restraints are also a focus. Road policing in New Zealand is funded through the National Land Transport Fund (NLTF), as per the Land Transport Management Act 2003 and for the 2024-27 NLTP period that investment will be \$1.3b. The activities and enabling functions police will undertake to achieve its contribution are detailed in the Road Policing Investment Programme (RPIP).

The RPIP is the fourth road policing programme developed in partnership between NZTA, NZ Police and the Ministry of Transport, and builds on lessons learned in prior programmes.

This RPIP represents a step change from the previous programme investing in road policing, which was called the Road Safety Partnership Programme. The RPIP now focuses on and highlights the impact and value of road policing.

To facilitate this, we've introduced an outcomes framework linking road policing activities to intermediate and long-term outcomes and consolidated the previous 13 operational priorities into 7 key areas of highest risk and harm. These are:

- impairment
- speed

- restraints
- distraction
- high risk drivers
- commercial vehicles
- other prevention and enforcement activities including crash response, network maintenance and education.

This framework provides a clearer overview of the wide variety of activities NZ Police undertakes to make our roads safer.

It builds on the recent strong delivery of road policing activities from the 2021-24 Road Safety Partnership Programme and as a result we've increased the desired activity levels of some measures (such as breath screening tests and officer issued speed infringements), setting expectations that they will continue to be delivered.

Strategic priority: value for money

GPS 2024 outlines a clear direction to deliver value for money in all activity classes and this has been at the forefront of our decision making.

The Investment Prioritisation Method (IPM) criteria we use for assessing eligibility for National Land Transport Fund funding includes a weighting for the value for money that each activity delivers.

Outcomes we're seeking

We'll be looking to achieve the following outcomes across the board:

- Better use of existing assets.
- Better use of digital infrastructure and information systems.
- Targeted improvements at high-risk locations.
- Less expenditure on temporary traffic management.

Key approved activities

- We're implementing the *New Zealand guide to temporary traffic management*. The guide will deliver savings by adopting a risk-based approach rather than being prescriptive, which will ensure temporary traffic management matches the work being undertaken.
- Our increased road renewals programme will reduce the requirement for smaller fixes and low-risk activities, therefore reducing temporary traffic management equipment and costs overall.
- A refocused Road Efficiency Group (REG) to build sector capability and capacity will drive better accountability, delivery and value for money from transport investments.



State highway improvements



GPS 2024 provides for 12 activity classes. The National Land Transport Programme (NLTP) outlines how much funding will be allocated to each activity class from the National Land Transport Fund (NLTF).

The focus for investment

A total of \$7 billion will be invested through this NLTP on state highway improvements throughout New Zealand to ensure we continue to have an efficient and effective network that helps move freight and improves economic efficiency.

This activity class plans for, and protects, the strategic networks that are needed as our cities and towns grow. We've worked alongside our council partners to set out the activities required to improve the transport system to support this growth. This joined-up approach takes a long-term view, which will unlock land for housing.

This activity class has a large programme of work for the next decade, recognising the current state

of the network, including the impacts of recent extreme weather events, and the work required to halt the decline in asset condition and begin to return it to previous levels of service.

The Roads of National Significance (RoNS) programme will be a large part of the activity class – building strategic corridors that will support economic growth and productivity, reduce congestion, improve safety, support new housing development and provide a more resilient roading network.

The Crown has provided \$1 billion of contingency funding to accelerate the RoNS.

The severe weather events of early 2023 have highlighted how crucial it is to invest in early preventative works to protect our transport

**\$7.01
billion**

NLTP 2024-27
forecast
investment

network and provide for new alternative routes, such as the proposed RoNS which build greater resilience into the network.

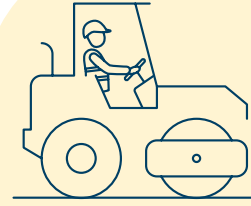
This activity class will undertake a large work programme over the next 3 years and beyond. It provides the sector with the pipeline of work to build capacity and capability over the first 3 years, to help deliver an even larger programme in years 4 to 10. We also have work to do to build our own capacity and capability to deliver greater efficiency, through consistent and streamlined ways of working.

Significant national and regional investment

- Progressing the RoNS and Roads of Regional Significance (RoRS) to support freight and people movement into construction in the 2024-27 NLTP period.
- Accelerating planning work on the RoNS, particularly routes that will support economic growth such as the Auckland to Whangārei corridor, within the next NLTP period.
- Delivering RoNS that will unlock land for housing, such as the Hamilton Southern Links and the Petone to Grenada Link Road.
- Improving freight connections, such as progressing SH29 Tauriko West, identified as a RoNS.
- Working closely with the freight sector to minimise disruptions to key routes as we deliver our larger renewals programmes.

By the activity class

State highway pothole prevention



The focus for investment

The state highway pothole prevention activity class is intended to address and reduce the deterioration in our state highway network.

Our investment to maintain 11,000kms of state highway network will increase to \$2.07 billion over the next 3 years. This is a 71 percent increase on the 2021-24 NLTP.

At a value of \$83 billion, the state highway network is New Zealand's largest value social asset and is of critical importance to the country's economic and social wellbeing, connecting people and places, and efficiently moving freight to markets.

Population growth and increasing traffic volumes, including heavier freight vehicles, is resulting in greater wear and tear to road surfaces and pavements. We've prioritised our discretionary funding for maintenance to help keep our roads safe and support the transport system to be resilient.

Our focus is on high priority maintenance and renewal work on high volume roads. There is an increased focus on pavement and structure renewals, combined with changes in road treatment options. This will increase resurfacing work which will help retain asset condition and safety across the network.

Our planned investment will deliver more than 5,500 lane kilometres of sealed road renewals and more than 42,000kms of drain renewals.

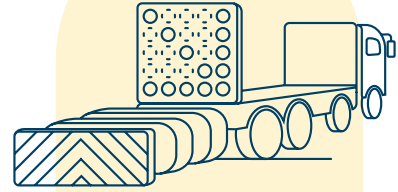
Significant national and regional investment

- Areas that will have a significant increase in road rehabilitation work include Northland, Bay of Plenty West, Taranaki and State Highway 1 between Piarere (SH1/SH29) and Waiouru (SH1/SH49).
- We're aiming to complete 4 years' worth of road renewals on SH1 in the Waikato within 18 months.
- In Northland, we're expecting to rehabilitate more than 85 lane kilometres of the state highway network, and in Taranaki, more than 90 lane kilometres.

**\$2.07
billion**

NLTP 2024-27
forecast
investment

State highway operations



The focus for investment

Our investment to operate 11,000kms of state highway network will increase to \$2.3 billion over the next 3 years, including an estimated \$420 million for emergency works. This is a 53 percent increase on the 2021-24 NLTP.

The key area of focus for investment is to ensure the optimisation and efficient operation of the state highway network, including:

- driving efficiencies in operations, including structures maintenance and providing value for money (for example, condition data capture and advanced life cycle management plans)
- addressing network resilience through effective incident response and reinstatement of service following disruptive events
- improving traffic management and operations.

Costs for state highway operations have continued to rise during the last 3 years, including for base hourly labour rates, temporary traffic management, health and safety and for materials.

The Crown has currently approved \$430 million for 2024/25 to support the recovery of the state highway network after the Auckland Anniversary floods and Cyclone Gabrielle events in January and February 2023. This is being allocated across the Northland, Auckland, Waikato, Bay of Plenty, Gisborne and Hawke's Bay regions to repair roads and bridges.

Significant national and regional investment

- State highway operations includes a variety of activities that ensure the state highway network continues to operate 365 days a year. Along with litter collection, signage repair and renewal, and other routine physical works, this activity class includes structures (for example, bridges and retaining walls) and the Transport Operation Centres.
- Importantly, the state highway operations activity class provides funding to respond to emergency events, funding temporary route management and reinstatement, emergency bridging installation (such as Bailey bridges), restoration of drainage, temporary site protection measures, and temporary site traffic management.
- This activity class also funds the work necessary to restore levels of service on a 'like-for-like' basis, or a reduced level of service where appropriate, including geotechnical and structural investigations, scoping, costing and planning for recovery.

\$2.3 billion

NLTP 2024-27
forecast
investment ¹

- With several hundred bridges reaching the end of their nominal design life this decade, there is a focus on ensuring bridges outlast their design life through appropriate maintenance and minor works. Through a combination of proactive and preventative maintenance and using technology and engineering, NZTA will efficiently maintain structures assets across the network.

¹ Excludes Crown appropriation for the North Island weather events.

Local road improvements



The focus for investment

A total of \$1.3 billion will be invested through this NLTP on local road improvements throughout New Zealand to ensure we continue to have an efficient and effective network that helps facilitate access to employment, moves freight and improves economic growth, productivity and safety.

For this NLTP, there is a significant amount of committed funding with the carry-over of existing approved activities. There was also a significant number of new bids received that were well aligned to GPS outcomes.

The local road improvements activity class focuses investment on activities to improve levels of service on the network including construction of new roads, upgrading of existing roads and improving or replacing end-of-life bridges and structures. Investment is also directed towards Roads of Regional Significance (RoRs) and supporting Roads of National Significance (RONs) and housing growth.

Resilience improvements on local roads will include targeted infrastructure improvements to mitigate against the impacts of extreme weather events and installing prevention measures. In addition to the Crown's National Resilience Programme, NLTP 2024-27 establishes a \$100 million fund for low cost (<\$2 million) improvements that are targeted at improving resilience, drainage and reducing

whole-of-life costs. The new fund will be available to low-cost low-risk projects meeting these objectives and assessed by NZTA as having high GPS alignment.

Significant national and regional investment

- Low-cost low risk projects (\$258m).
- End-of-life bridge and structures replacements (\$156m).
- Tauranga City Council Western Corridor Growth Management - Tauriko West (\$143m).
- Auckland Transport AMETI - Reeves Road flyover (\$110m).
- Ashburton District Council Second urban bridge (\$113m).
- Tauranga City Council Welcome Bay Road, Turret Road, 15th Avenue to Takitimu Drive (\$64m).
- Auckland Transport Glenvar/East Coast Road improvements (\$53m).
- Melling Transport Improvements (\$36m).
- Auckland Transport Network Optimisation (\$38m).
- Christchurch City Pages Road Bridge (\$13m).

\$1.3 billion

NLTP 2024-27
forecast
investment

By the activity class

Local road pothole prevention



The focus for investment

The local road pothole prevention activity class is intended to address and reduce the deterioration in our local road network.

We're investing \$3.44 billion in local road potholes during the next 3 years to support local government to invest in resealing, rehabilitating, and drainage maintenance on the more than 85,800kms of local roads. Maintenance and renewals are a significant annual transport spend for councils.

A well-maintained roading network helps improve safety and protect the environment. An efficiently operating network reduces carbon emissions and protects infrastructure from failure during weather events, such as cyclones and natural events such as earthquakes. Investment in maintenance also plays a key role in keeping communities connected and getting goods to market.

We're focusing on maintaining current levels of service, accounting for network growth and rising costs.

Significant national and regional investment

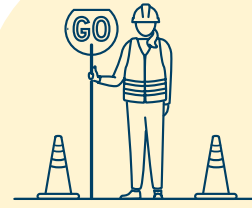
- At least 13,000 lane kilometres of sealed road resurfacing.
- Approximately 700 lane kilometres of sealed road rehabilitation.
- More than 1,900 kilometres of drainage renewals.

**\$3.44
billion**

NLTP 2024-27
forecast
investment

By the activity class

Local road operations



The focus for investment

This activity class is for the purpose of investment in the operation of the local road network. The class funds all operational activities on the local road network and includes funding for emergency reinstatement to loss of service.

We're investing \$2.25 billion in local road operations during the next 3 years to support local government to operate, more than 85,800kms of local roads. This includes a \$310 million provision for emergency works funding to get the network re-opened again following sudden and unexpected events, such as severe weather.

A well-maintained and efficiently operated network helps improve safety, reduces carbon emissions and builds greater resilience into the transport system. Costs for local road operations have continued to rise during the last 4 years, including for base hourly labour rates, temporary traffic management, health and safety, and for materials.

This activity class excludes the replacement of bridges and structures that are at the end of their life which are now funded through the local road improvements activity class. This is aimed at maintaining current levels of service, accounting for network growth and the rising cost inputs described above.

This activity class also excludes the maintenance and renewal of footpaths and cycle paths which are now funded through the walking and cycling activity class.

The Crown has funded \$430 million in 2024/25 to support councils with recovery after the Auckland Anniversary floods and Cyclone Gabrielle events in January and February 2023. This is being allocated across councils in the Northland, Auckland, Gisborne and Hawke's Bay regions to repair roads and bridges.

Significant national and regional investment

- Continuing to invest in supporting the Road Efficiency Group.
- Supporting councils through investing in consistent high speed data capture.
- As with state highways, local road operations include a variety of activities that ensure the local roads continues to operate 365 days a year. Along with litter collection, signage repair and renewal and other routine physical works, this activity class includes structures (for example, bridges and retaining walls).

\$2.25 billion

NLTP 2024-27
forecast
investment²

² Excludes Crown appropriation for the North Island weather events.

Public transport services



The focus for investment

Public transport has a critical role to play in helping provide commuters with more choice. It also helps to reduce travel times, congestion and emissions.

Between 2018/19 and 2022/23 when there was a 71 percent increase in Crown/NLTF funding for public transport, patronage decreased by 23 percent. This drop was partly caused by COVID-19 restrictions. Passenger numbers are not expected to return to pre-COVID levels until 2024/25.

The government is expecting an increase in fare revenue and third-party funding for public transport over the 2024-27 NLTP period.

A total of \$3.73 billion will be invested through this NLTP in existing public transport services, service improvements and the National Ticketing Solution as it becomes operational nationwide. With co-investment funding from our partners, our focus is on maintaining existing services.

Investment will be made to ensure sufficient funding is available for critical new services including operation of the City Rail Link, Auckland. Where revenue allows, investment through this NLTP will be directed at new or enhanced public transport services.

With major rail service improvements set to occur during 2024-27, such as City Rail Link and the electrification of the Papakura to Pukekohe rail line in Auckland, passenger numbers are expected to increase significantly and exceed the historic peak in public transport usage that occurred in 2018/19.

Our investment in public transport supports better accessibility, such as through the Total Mobility scheme by assisting people with long-term impairments to access appropriate travel options. We require all regional councils and Auckland Transport to standardise urban buses to create efficiencies and improve the usability, accessibility and environmental standards of buses for all customers.

Significant national and regional investment

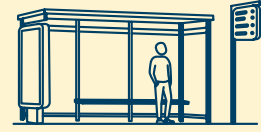
- \$125 million to cover the increase in operational expenditure and revised timetables for City Rail Link and the Papakura to Pukekohe rail line where electric trains will replace diesel trains. These improved rail services are anticipated to significantly lift passenger boardings to levels not yet experienced in Auckland.

**\$3.73
billion**

NLTP 2024-27
forecast
investment

- \$102 million to cover the operation expenditure of the National Ticketing Solution as it becomes operational in all the public transport centres nationwide. The first region to implement the new ticketing system will be Canterbury, followed by the remaining National Ticketing Solution partners over the course of the 2024-27 NLTP.
- Public transport service improvements of \$136 million, that is made up of:
 - \$100 million for Auckland
 - \$23 million for Palmerston North
 - \$8 million for Christchurch
 - \$5 million for Queenstown.

Public transport infrastructure



The focus for investment

The public transport infrastructure activity class covers infrastructure improvements and operations. It also includes metro rail improvement activities that are part of the Rail Network Investment Programme (RNIP). As the activity class includes infrastructure operations, it also has a continuous programme component.

The key focus for investment in public transport infrastructure will be:

- The completion of construction through to operation of the Eastern Busway (stage 2 and 3).
- Improvements to support 'Day 1' City Rail Link operations such as new rail rolling stock and level crossings removals.
- Planning and start of construction of the Northwest Rapid Transit corridor linking Auckland's city centre and Brigham Creek Road along the SH16 motorway corridor. Budget 2024 identified a \$1 billion tagged contingency to ensure sufficient (capital) funding is available to support the Northwest Rapid Transit corridor.
- Progress the delivery of the Lower North Island Rail Integrated Mobility, which is for Greater Wellington Regional Council and Horizons Regional Council to purchase new trains to replace the safety-life-expired 1970s carriage fleets on the Wairarapa and

Manawātū lines. This will enable improved services and increase connectivity across the lower North Island and support growth along these transport corridors. The programme also includes track improvements to accommodate increased passenger rail on the existing lines and other supporting infrastructure such as stabling and station improvements. Budget 2023 committed \$455 million in Crown funding to provide co-funding for Greater Wellington Regional Council and Horizons Regional Council to support the delivery of the Lower North Island Rail Integrated Mobility programme.

Significant national and regional investment

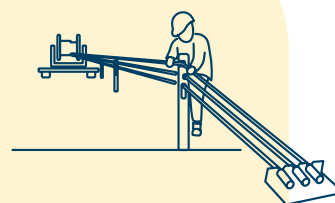
- Eastern Busway, Auckland (\$658m).
- Northwest Rapid Transit corridor, Auckland (\$650m).
- National Ticketing Solution, nationwide (about \$350m).
- Lower North Island Rail Integrated Mobility, Wellington (\$350m).
- Metro Train Capacity Tranche 3, Auckland (\$270m).
- Electric Ferry Programme, Auckland (\$105m).

**\$2.64
billion**

NLTP 2024-27
forecast
investment

By the activity class

Safety



The focus for investment

This activity class is for investment in road policing, safety cameras and nationally coordinated road safety promotion and education programmes. We'll be focused on improving road safety through enforcement and targeting high-risk driver behaviour.

Investment is also directed towards other safe system interventions and regulatory requirements to support safer drivers and safer vehicles.

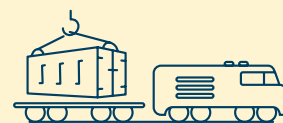
Significant national and regional investment

- Road Policing Investment Programme (\$1.3b).
- Safety Camera Programme (\$249m).
- National Road Safety Promotion Programme (\$75m).
- Regional Road Safety Promotion (\$20m).
- Nationally delivered activities to support safe system and regulatory requirements (\$19m):
 - Speed management planning (\$7m)
 - Alcohol Interlock Subsidy Scheme (\$4.2m)
 - Safe Vehicles Programme (\$3m)
 - Vehicle Impoundment Rebate (\$2.4m)
 - Drug Driving Testing Support (\$1.8m)
 - Road Safety Partnership (\$1m).

**\$1.7
billion**

NLTP 2024-27
forecast
investment

Rail network



The focus for investment

This activity class is for investment in operation and maintenance, renewals and improvements to the national rail network.

The Rail Network Investment Programme (RNIP) produced by KiwiRail sets out planned network maintenance, management, renewal and improvement work on the national rail network over a 3-year period. The next RNIP will be approved later in 2024 following further analysis.

The Crown has also funded \$104 million in 2024-27 to support KiwiRail with recovery after the Auckland Anniversary floods and Cyclone Gabrielle events in January and February 2023.

Coastal shipping resilience fund

A new Coastal Shipping Resilience Fund of \$30 million over 3 years (2024/25 to 2026/27) has been established for activities that enhance the resilience of coastal shipping freight connections. This fund will be managed outside of the NLTP and will only be funded by reallocating Crown grant funding for rail.

\$1 billion

In total, the Crown has committed \$1 billion of direct Crown funding over the 2024/25 to 2026/27 period. NZTA will also contribute \$60 million of track user charges over the same period.³

Significant national and regional investment

The Crown will continue to provide direct Crown funding for rail in addition to the RNIP. The Crown is committed to funding:

- the City Rail Link, Auckland
- upgrades to the Auckland Metro Network, ready for day-one City Rail Link operations
- the new Drury rail stations, Auckland
- the electrification of the rail network from Papakura to Pukekohe, Auckland.

³ Excludes Crown appropriation for the North Island weather events.

By the activity class

Walking and cycling



The focus for investment

This activity class will continue to invest in walking and cycling to improve safety and resilience, with investment targeted at completing committed projects already underway, and prioritising the maintenance and renewal of existing cycleways and footpaths.

The overall strategic direction of the GPS prioritises economic growth through road capacity expansion and travel time improvements. There is a significant carry-forward of projects from the 2021-24 NLTP meaning there is no available funding for new projects.

Significant national and regional investment

- Completion of the Ngāūranga to Petone shared path, Wellington (\$136m).
- Investment in footpath and cycleway maintenance and renewals (\$114m).
- Hutt City Council Eastern Bays shared path (\$41m).
- Auckland Transport - Glen Innes to Tamaki Drive (\$35m).
- New Plymouth District Council - Waitara to Mangati walkway extension (\$25m).

**\$460
million**

NLTP 2024-27
forecast
investment

Future investment



Regionally and nationally significant activities in 2027-30

Ongoing maintenance of our transport assets and the delivery of public transport services will continue to remain a significant focus for investment in the 2027-30 NLTP, along with meeting the government's expectations for Roads of National Significance and Roads of Regional Significance, the Waitematā additional crossing and key public transport projects in Auckland and the lower North Island.

Significant regional activities identified in RLTPs that are expected to be considered for funding in the 2027-30 NLTP include:

Canterbury

Christchurch – Northcote Road corridor improvements.

Hurunui – Carters Road improvements, Amberley.

Timaru – Upper Orari Bridge replacement.

Wellington

Greater Porirua – Papakōwhai to Paremata Access Project.

Porirua – Railway Station transit development.

Nelson

Tasman – Tasman Public Transport Park 'n Ride.

Tasman – Richmond bus interchange.

West Coast

Franz Josef Master Plan and flood protection works.

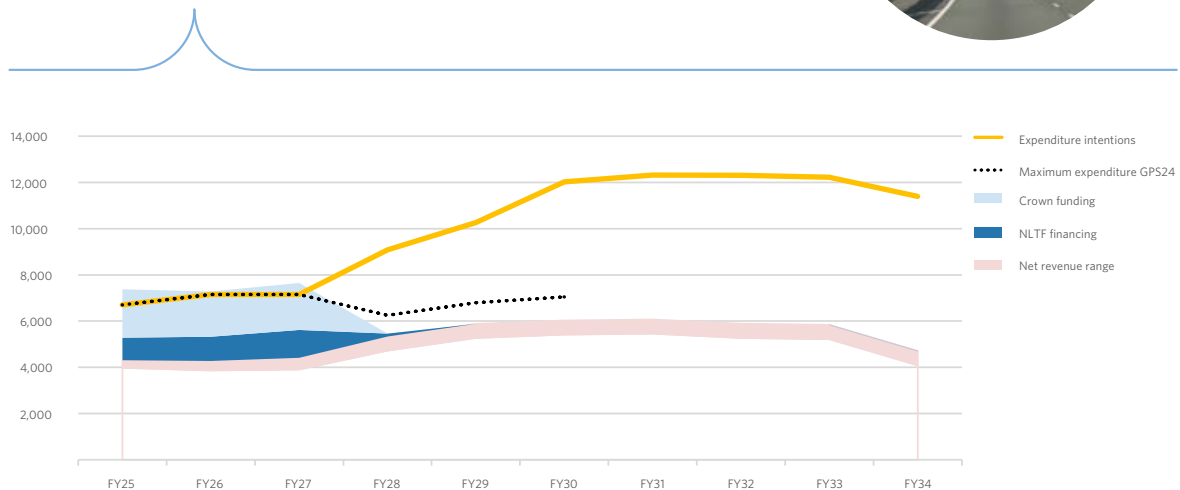
South Island Freight Plan.

Auckland

Bus improvements, Henderson.

Point Chevalier ferry charging and infrastructure stage 2.

Revenue and expenditure 2024/25 to 2033/34



Revenue forecast

The revenue forecast comprises fuel excise duty, road user charges, motor vehicle registry fees and track user charges provided by the Ministry of Transport and includes increases to MVR and FED/RUC set out in the GPS 2024. Revenue will vary from forecast (and potentially outside the indicated forecast range) depending on a range of factors, including economic conditions and performance.

Net revenue also includes:

- Crown funding of about \$6 billion (\$1 billion for rail, \$3.1 billion capital grant, plus \$1 billion tagged contingency and \$0.9 billion to support recovery post the North Island weather events in 2023).
- A \$3.08 billion financing facility from the Crown that is expected to be fully used during the 2024-27 NLTP.
- Deductions for debt service including interest and principal repayments on debt and public private partnerships of about \$7.5 billion over the decade.

Additional revenue from alternate funding sources (for example, new tolls, time of use charge, value capture) is not included in the forecast but will be necessary to support expenditure intentions beyond FY27 (refer below).

Expenditure forecast

Forecast expenditure is illustrated in two ways.

The maximum expenditure target set out in GPS 2024. This expenditure aligns with the confirmed sources of funding and financing set out in GPS 2024 and summarised above. Actual expenditure can vary, depending on a variety of factors impacting project delivery, for example resource consenting, resource availability, weather and sequencing of work by councils.

A second line showing NZTA's current view of investment intentions based on: the programme of works signalled in the GPS 2024, and delivery of the major transport projects (including Roads of National Significance, Northwest Rapid Transit Corridor and the Waitematā Harbour Connections project). To deliver this intended programme requires access to significant additional funding or financing, as illustrated by the gap between expenditure intentions and the current net revenue forecast.

The latter forecast is indicative only. In practice, investment will need to be prioritised based on the level of available funding and financing, as well as capacity for project delivery.

Northland Te Tai Tokerau



Northland relies heavily on its rail and roading infrastructure for economic growth and to connect to key services. Many of the region's largely rural communities are accessed by one road or state highway.

Keeping the network connected to the rest of the country through Auckland is a challenge, with frequent severe weather events resulting in slips and landslides closing parts of the network. Low levels of shipping, rail and public transport means Northland relies heavily on the state highway network to move freight and support tourism.

About half of the region's population lives in the Whangārei district, with growth rates varying elsewhere. The region's overall population is expected to grow from 200,000 to 231,000 by 2048 – placing pressure on existing infrastructure.

Manufacturing is a large contributor to Northland's economy followed by agriculture, forestry, farming and fishing. Fragile roading infrastructure poses a challenge to these industries – and increased roading resilience is a high strategic priority. Efficient movement of freight is also critical for economic success. It's estimated about two million tonnes of freight moves between Northland and Auckland each year.

Economic growth and productivity

Roads of National Significance (RoNS)

The GPS identifies the construction of 2 Roads of National Significance for Northland and a third connecting Auckland with Northland. We intend to progress all 3 as a strategic corridor (the Northland Corridor). In 2024-27 we'll start project development and route protection for:

- **Alternative to Brynderwyn Hills.** Upgrading SH1 between Te Hana and Port Marsden Highway, including an alternative to the Brynderwyn Hills, is a top priority. The infrastructure is aimed at reducing travel times, boosting freight capacity and supporting economic development.
- **SH1 Port Marsden Highway to Whangārei** is a critical route for Northland, connecting the region with the rest of New Zealand. Up to 25,000 vehicles use the road each day, including up to 2550 freight vehicles. Four-laning this section of highway will get freight and people where they need to go quicker and more safely.

Once completed, this will provide a continuous 100km state highway upgrade between Auckland and Whangārei.

**\$991
million**

Forecast total investment

**\$258
million**

Forecast maintenance operations

**\$458
million**

Forecast pothole prevention

**\$243
million**

Forecast improvements

**\$18
million**

Forecast public transport



Increased maintenance and resilience

Maintenance

A well-maintained roading network contributes to economic growth and productivity by helping to provide reliable journey times and keep routes open. The focus in Northland in 2024-27 will be to improve the quality of the road surface and increase pavement renewals, building the scale of the programme to restore the condition of the network over a 10-year period.

Increased funding to maintain and operate the state highway and local road networks will enable significant road and drainage renewal work.

Maintenance of existing assets ensures roads are safe and accessible for everyone to drive on.

State highways

- \$105 million will be invested this NLTP period to maintain state highway assets and respond to emergency call-outs.
- \$218 million is ringfenced for state highway pothole prevention.

This \$323 million investment includes 621 lane kilometres of works:

- 500kms of chipseal.
- 79kms of rehabilitation.
- 7kms of structural asphalt.
- 35kms of asphalt resurfacing.

Local roads

With road controlling authorities in Northland, we'll invest a total of \$392.9 million over this NLTP period:

- \$153.3 million will be invested in operations.
- \$239.6 million is ringfenced for local road pothole prevention.

Resilience

- In response to recent severe weather events, NZTA has identified several projects to be delivered through the Resilience Strategic Response Programme. A range of state highway and local road projects will be prioritised and work will get underway this NLTP period.

- We'll be completing the **Mangamuka Gorge** improvements that include stabilising slips, improving drainage, protecting against erosion and upgrading bridges and culverts.

- Working with local communities, we've identified the highest risk areas and will reinforce several locations on SH1 to address recent slips and ground movement, including:

- **Long Hill**
- **Saunders Road**
- **Kaiwaka.**

We'll invest in the **Brynderwyn detour routes** reflecting the important role of these when we need to close the state highway.

Bridges

Working with the Far North District Council, we'll strengthen key bridges in the region to allow larger high productivity motor vehicles (HPMV) to use them.

Rail

Rail network investment in this NLTP will be targeted to parts of the rail network where the most significant economic benefits and opportunities for boosting the productivity of freight movement exist. The Rail Network Investment Programme (RNIP) sets out planned network maintenance, management, renewal and improvement work on the national rail network over a 3-year period. The next RNIP will be approved later in 2024 following further analysis.

Public transport

Implementation of the **National Ticketing Solution** allowing public transport users to tag on and off with their contactless debit or credit card will be completed in this NLTP period.

Safety

In this NLTP we'll continue investment in road policing and road safety promotion with a focus on improving road safety through enforcement and behavioural change, mostly at a national level. Long-term, our primary safety investment in Northland will be through the development of the new RoNS and our maintenance programme.

In 2024-27, we'll increase safety through the installation and renewal of barriers, safety markings and digital safety devices. These are lower cost, value for money safety improvements and retrofits in high-risk corridors and intersections.

Commercial Vehicle Regional Safety Centre (CVSC)

Land purchase and consenting for the SH15 Marsden CVSC will be completed during the 2024-27 NLTP. CVSCs use the latest technology to check commercial vehicles for compliance with safety regulations. By targeting those in breach of vehicle weight restrictions, we'll be protecting the roading network, helping to minimise the risk to key freight routes where damage could disrupt freight supply chains. This helps with maintenance and resilience of the network.

Value for money

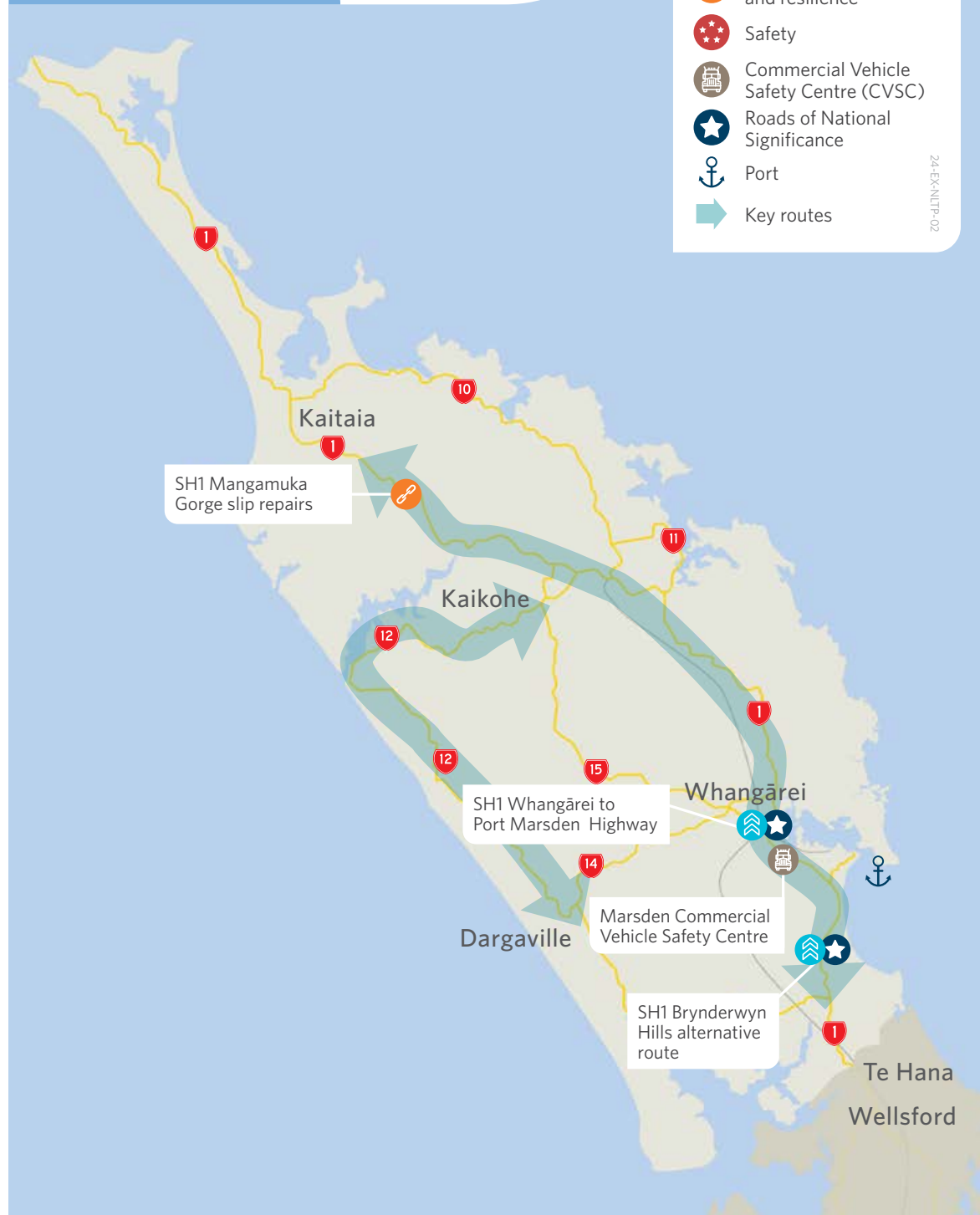
Value for money isn't always about seeking the lowest initial cost for a project – it must also take into consideration the whole of life costs and benefits of a project.

We're taking steps to make sure that all our work this NLTP provides good value for taxpayers. In Northland, this will include reducing expenditure on temporary traffic management, increased investment in road maintenance and a focus on whole-of life costs.

We'll improve the productivity of maintenance and improvement works, by considering the way works are:

- scoped
- planned
- procured
- undertaken.

Key projects 2024-27



Auckland Tāmaki Makaurau



Home to a third of New Zealand's population, Auckland has a nationally significant role in helping drive and support the country's economic prosperity. Almost 40 percent of the country's freight moves through Auckland – 95 percent by road – contributing 38 percent to New Zealand's GDP.

Development of a reliable and efficient state highway and rail network is critical for the economic performance of the country and to support the growing population with access to housing, jobs, education and essential services.

Congestion is a major challenge for Auckland. Development of the roading network to support freight and expansion of the public transport network on key routes is a priority to build greater resilience and reliability into the transport system.

Investment through NLTP 2024-27 will work to reduce and create more reliable travel times, as well as building resilience into the roading network to better withstand significant weather events.

Economic growth and productivity

Roads of National Significance (RoNS)

The GPS proposes 4 RoNS as strategic corridors to support economic growth and productivity in Auckland. The following are included in this NLTP to be progressed as follows:

- **SH1 Warkworth to Wellsford (Te Hana)** – we'll complete property purchase, design and consenting, and start construction late in this NLTP period. This will continue over future NLTP periods, and combined with 2 RoNS in Northland will provide a continuous 100km upgrade between Auckland and Whangārei.
- **Mill Road** – we'll progress early construction opportunities within the next 3 years and secure new designations and consents for the work that will continue over several future NLTP periods.
- **East-West Link** – we'll get project development and property purchase underway.
- **SH16 North-West alternative highway** is outside of this NLTP period.

**\$8.4
billion**

Forecast total investment

**\$941
million**

Forecast maintenance operations

**\$1.1
billion**

Forecast pothole prevention

**\$2.5
billion**

Forecast improvements

**\$3.7
billion**

Forecast public transport

When completed and integrated into the region's transport network and growth plans, these roads will:

- reduce congestion
- improve safety
- support housing development
- boost economic growth
- provide a more resilient roading network.

Roads of Regional Significance (RoRS)

- **Penlink O Mahurangi**, between the Northern Motorway and the Whangaparāoa peninsula, will be progressed during this NLTP period.
- We'll start the **Waihoehoe Road (Drury upgrade)**.
- **SH1 Papakura to Drury** motorway upgrade, providing an extra lane in each direction, will be largely completed in this NLTP period.
- **SH22 Drury** will be funded for pre-implementation only during this NLTP period.

Other

We'll progress large infrastructure projects in Auckland to improve economic performance, tackle congestion and support population growth:

- We'll work to further investigate and explore additional options for the **Waitematā Harbour Connections** project.
- We'll start work to get more from the local roads with investment of \$30 million in measures that keep people moving including dynamic lanes, variable messaging and traffic lights.
- We'll start a project supporting housing growth in Auckland, including upgrading corridors and intersections. This will be implemented in 3 phases totalling \$74 million.
- Auckland Transport will continue to investigate improvements on **Lake Road** to improve network

capacity and route resilience, including shared bus and high occupancy lanes, and dynamic lanes.

- Work will continue on safety and capacity improvements on **Glenvar and East Coast Roads** to support development in the Long Bay area.
- **Time of use (ToU) charging** legislation will be introduced to Parliament late this year. It is proposed NZTA will lead the design of these schemes, working in partnership with local authorities, such as Auckland. Schemes aren't expected to be ready to introduce for at least a year or more, once legislation has passed.

Public transport

- Subject to funding availability, we'll look to further progress **Eastern Busway stage 4** (Tī Rākau Drive to Botany) and **Airport to Botany Busway**.
- We'll begin work on the **SH16 Northwest Rapid Transport corridor** between Brigham Creek and the city centre starting with route protection, design and property purchase. A new local bus station at Westgate will be up and running by mid-2026.
- Implementation of the full **National Ticketing Solution** will start in late 2026.

Increased maintenance and resilience

More than a million trips a day are taken on Auckland's state highway network. The Auckland Harbour Bridge and Waterview Tunnel are two of New Zealand's more complex highway assets. We'll increase our investment in the operation and maintenance of the state highway network throughout the region to ensure people and freight can safely and efficiently get where they need to go.

Maintenance

Increased funding to maintain and

operate the state highway and local road networks will enable significant road and drainage renewal work. Maintenance of existing assets ensures roads are safe and accessible for everyone to drive on.

State highways

- \$492 million will be invested this NLTP period maintaining state highway assets.
- \$186 million is ringfenced for state highway pothole prevention.

This \$678 million investment includes 393 lane kilometres of works:

- 25km of chipseal.
- 3km of rehabilitation.
- 19.5km of structural asphalt.
- 345km of asphalt resurfacing.

Local roads

With Auckland Transport we'll invest a total of \$1.39 billion over this NLTP period.

- \$448 million will be invested in local road operations
- \$937 million is ringfenced for local road pothole prevention.

Bridges

- Investment in replacing local road bridges in Auckland including:
 - **Blackwells Bridge** on Great Barrier Island.
 - **Inga Road Bridge**.
 - **Murphys Culvert**.

Rail

Rail network investment in this NLTP will be targeted to parts of the rail network where the most significant economic benefits and opportunities for boosting the productivity of freight movement exist such as the triangle of Auckland, Hamilton and Tauranga.

The Rail Network Investment Programme (RNIP) sets out planned network maintenance, management, renewal and improvement work on the national rail network over a 3-year period. The next RNIP will be approved later in 2024 following further analysis.

Safety

Low-cost interventions at high-risk locations

Over this NLTP period we'll roll out lower cost value for money safety improvements on the state highway network including safety retrofits in high-risk corridors and intersections, and speed limit changes focused on areas of high safety concern.

We'll allocate money for regional reactive safety projects to address community needs.

Commercial Vehicle Regional Safety Centre (CVSC)

We'll construct CVSCs at **Bombay, Stanley Street** and **Albany**. These will use the latest technology to check commercial vehicles for compliance with safety regulations. By targeting those who don't comply with restrictions we're protecting the roading network, helping to minimise the risk to key freight routes where damage could disrupt freight supply chains. This helps with maintenance and resilience of the network.

Value for money

Auckland has well-established transport plans and planning processes. We'll continue to work with Auckland Council and Auckland Transport to prioritise the delivery of programmes against the strategic priorities of the GPS.

Value for money isn't always about seeking the lowest initial cost for a project – it must also take into consideration the whole of life costs and benefits of a project.

We're taking steps to make sure that all our work this NLTP provides good value for taxpayers. In Auckland this will include reducing expenditure on temporary traffic management, increased investment in road maintenance and a focus on whole-of life costs.

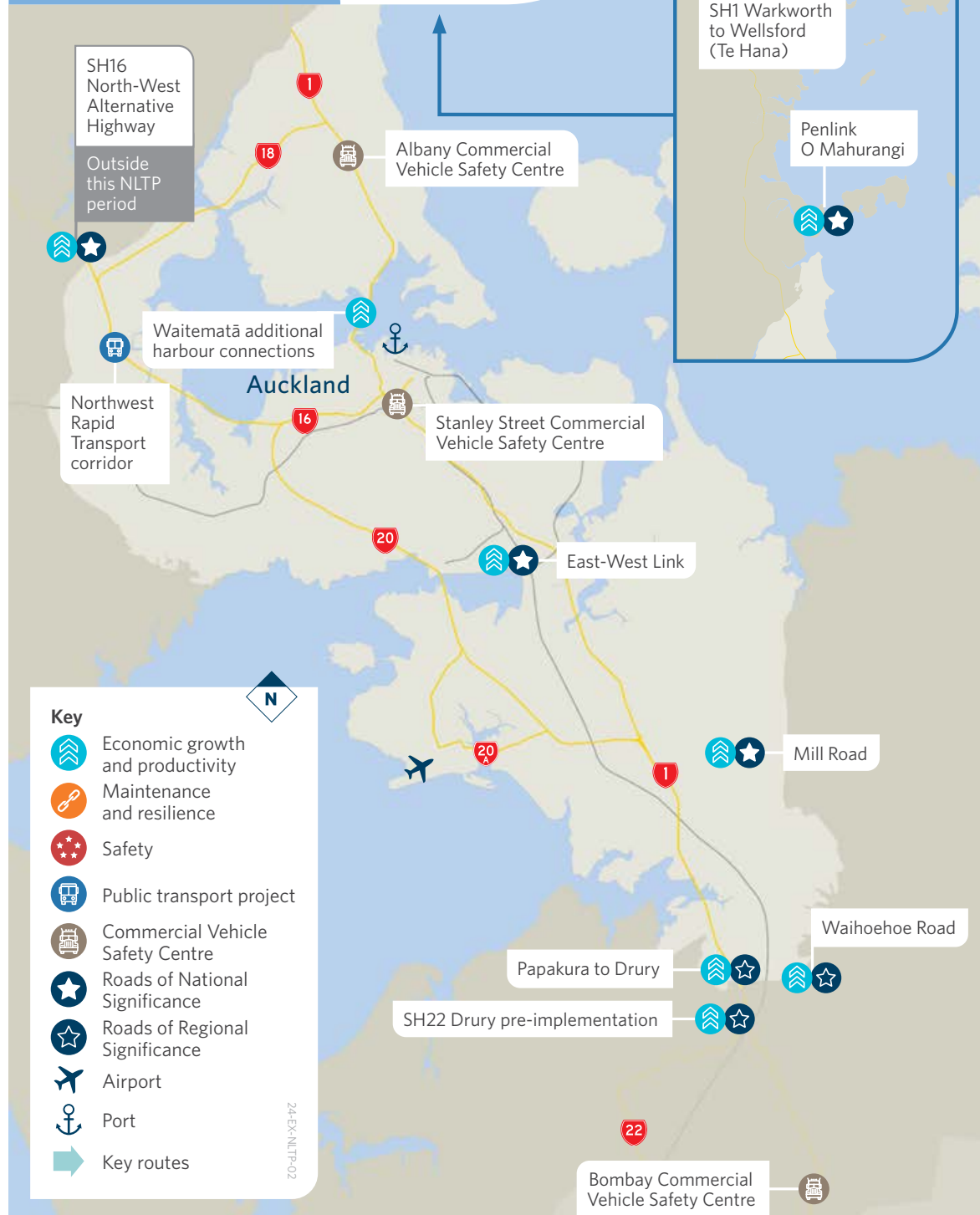
We'll improve the productivity of maintenance and improvement works, by considering the way works are:

- scoped
- planned
- procured
- undertaken.



Auckland Tāmaki Makaurau

Key projects 2024-27



Waikato



Waikato plays a critical role in the export of New Zealand's primary products. An efficient, safe and resilient transport network is vital for the country's economic prosperity.

Forming part of the golden triangle – with Auckland and Bay of Plenty – 32 percent of the nation's freight movements go into, out of, and through the region. SH1, SH29 and the East Coast Main Trunk Lines between Auckland and Tauranga are some of New Zealand's busiest and most important freight corridors.

Road safety remains a high priority for the region with more than 20 percent of New Zealand's annual deaths and serious injuries happening on the Waikato transport network.

About 50 percent of New Zealand's population lives in the golden triangle and Waikato's population alone is expected to grow from about 500,000 to 615,000 by 2048. With this forecasted growth, investment in safe and efficient transport connections are our greatest priority.

Economic growth and productivity

SH1 Waikato Expressway is a key strategic transport corridor for the region – improving economic growth and productivity by moving people and freight more efficiently. Significant infrastructure projects ensuring reliable access into the region include an extension of the Waikato Expressway from Cambridge to Piarere and the Hamilton Southern Links project.

Roads of National Significance (RoNS)

Two new RoNS, **SH1 Cambridge to Piarere** and **Hamilton Southern Links**, will be prioritised for the region to:

- reduce congestion
- improve safety
- boost economic growth
- provide a more resilient roading network.

The **SH1 Cambridge to Piarere** project will improve journeys by providing more reliable travel times for people and freight from the southern end of the Waikato Expressway, connecting to the new SH1/SH29 roundabout at Piarere. It will also increase the resilience of our primary state highway by moving it away from the vulnerabilities on the current route alongside Lake Karapiro.

\$1.9 billion

Forecast total investment

\$403 million

Forecast maintenance operations

\$802 million

Forecast pothole prevention

\$562 million

Forecast improvements

\$138 million

Forecast public transport

Hamilton Southern Links is a major transport network providing vital connections to enable future growth in the southern Hamilton area, including Tamahere, the airport and the new Peacocke development. It will support economic growth in the Waikato by providing better transport connections and reducing congestion in and around Hamilton.

Roads of Regional Significance (RoRS)

The **SH1/SH29 Piarere intersection improvements** is a RoRS that will improve efficiency, connectivity and safety on a high-volume route, which is one of New Zealand's most critical corridors. A new roundabout will be completed to allow connection with the future expressway between Cambridge and Piarere.

Other activities

- **SH1 Taupō to the Desert Road.**
We'll continue to work on a long-term plan for this crucial corridor, understanding what improvements are needed to support the forecast growth in freight alongside physical constraints and safety issues.
- **The Eastern Transport Corridor** in Hamilton will help unlock the full development of the Ruakura growth area. \$2 million has been allocated to progress this project.

Increased maintenance and resilience

Maintenance

Increased funding to maintain and operate the state highway and local road networks will enable significant road and drainage renewal programmes to be done. Maintenance of existing assets ensures roads are safe and accessible for everyone to drive on.

State highways

- \$190 million will be invested this NLTP period maintaining state highway assets and responding to emergency call-outs.
- \$413 million is ringfenced for state highway pothole prevention.

This \$603 million investment includes almost 796 lane kilometres of works:

- 567kms of chipseal.
- 164kms of rehabilitation.
- 5kms of structural asphalt.
- 60kms of asphalt resurfacing.

Local roads

With road controlling authorities in Waikato we'll invest a total of \$601 million over this NLTP period:

- \$213 million will be invested in operations.
- \$389 million is ringfenced for local road pothole prevention.

Resilience

The state highway network is a lifeline for communities, particularly in rural areas. Waikato is vulnerable to the effects of extreme weather events, and we need to ensure communities stay connected as these become more frequent and damaging.

- We'll prioritise and build resilience into the network by improving drainage and stabilising slips at high-risk locations, especially in the Thames, Coromandel and Hauraki districts.

- Resilience work at **SH1 Te Poporo near Bulli Point on Lake Taupō** will make it safer and easier for trucks to pass each other.
- Resilience work will improve drainage and stabilise slips at several locations in the region, including **SH41 Waihi Hill, near Tokaanu**.

Bridges

There are several bridges in the Waikato that have been connecting rural communities for well over 3 decades. These valuable assets are being prioritised for maintenance upgrades or replacement to ensure we continue to have a reliable, resilient and safe state highway network. This also improves freight connections by removing weight or other restrictions. For some bridges, replacement is the more cost-effective option than continuing to maintain the existing structure. We'll rebuild:

- **SH25 Pepe Stream Bridge**
- **SH25 Ramarama Stream Bridge**
- **SH27 Ohinekaua Stream Bridge.**

Rail

Rail network investment in this NLTP will be targeted to parts of the rail network where the most significant economic benefits and opportunities for boosting the productivity of freight movement exist such as the triangle of Auckland, Hamilton and Tauranga.

The Rail Network Investment Programme (RNIP) sets out planned network maintenance, management, renewal, and improvement work on the national rail network over a 3-year period. The next RNIP will be approved later in 2024 following further analysis.

Public transport

Implementation of the **National Ticketing Solution** allowing public transport users to tag on and off with their contactless debit or credit card will be completed within this funding period.

Safety

Over the 2024-27 NLTP period our focus will be finishing what is currently underway and beginning to look at lower cost, value for money safety retrofits in high-risk corridors and intersections.

Building and upgrading road infrastructure to higher safety standards has a significant impact on improving road safety.

Commercial Vehicle Regional Safety Centres (CVSC)

By 2027 our CVSC in Taupō will be operational, improving safety as officers carry out thorough inspections, including vehicle weight and road user charges (RUC) payments, logbook accuracy and driver impairment.

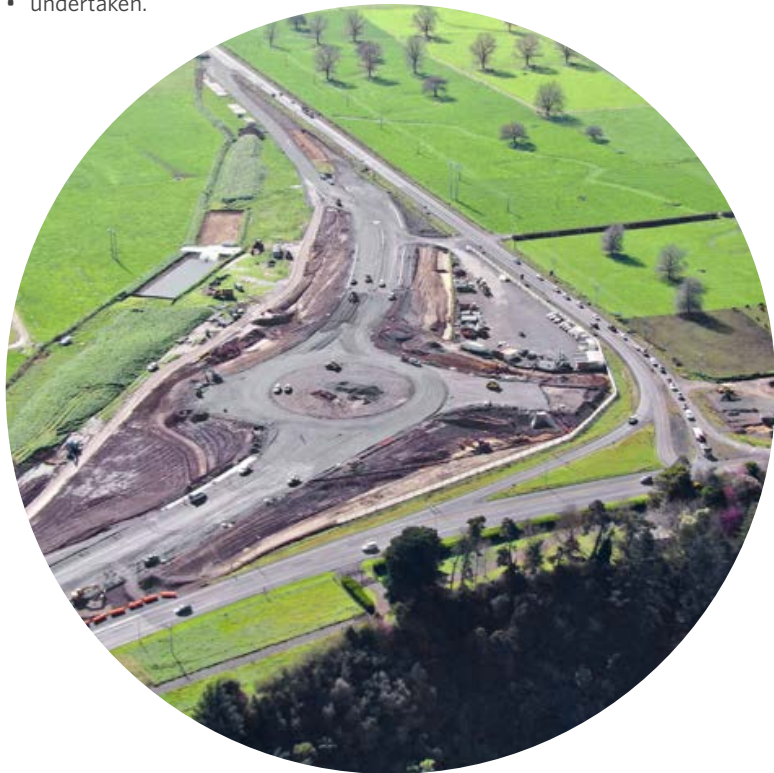
Value for money

Value for money isn't always about seeking the lowest initial cost for a project - it must also take into consideration the whole of life costs and benefits of a project.

We're taking steps to make sure that all our work this NLTP provides good value for taxpayers. In the Waikato this will include reducing expenditure on temporary traffic management, increased investment in road maintenance and a focus on whole-of-life costs.

We'll improve the productivity of maintenance and improvement works, by considering the way works are:

- scoped
- planned
- procured
- undertaken.



Waikato

Key projects 2024-27



Bay of Plenty Te Moana-a-Toi



The state highway network plays a crucial role in the Bay of Plenty, connecting people and freight to the golden triangle cities of Tauranga, Auckland and Hamilton, and beyond.

The role of transport varies across the Bay of Plenty with 3 distinct sub-regions which have different needs. Our focus in the Bay of Plenty is to create a safer, more resilient transport system which enables growth, improves safety and provides access to employment, education and essential services. Strong partnerships with local government, tangata whenua and key stakeholders is needed to plan and deliver integrated transport outcomes.

As one of New Zealand's fastest growing regions, there are both opportunities and challenges for the Bay of Plenty's transport network. Coupled with this, Tauranga is one of the fastest growing cities in the country, and the roading infrastructure has not kept pace with growth.

Alongside tourism, the export industries of agriculture, horticulture and forestry are major economic contributors to the region – and the country – which need a resilient transport network to build productivity.

Connections between Bay of Plenty and Waikato are of national economic significance; the Port of Tauranga being the country's largest export port and critical to the national economy.

Resilience is a priority, with parts of the region's network vulnerable to tsunami, sea level rise, flooding, coastal erosion and landslides.

Bay of Plenty also has a poor road safety record, with a high number of deaths and serious injuries. Poor driving behaviour, including speeding through roadworks, also present safety risks.

Economic growth and productivity

The 2024-27 NLTP will support building more reliable travel times for freight to Port of Tauranga, alongside development and population growth in the rapid-growing Western Bay of Plenty.

Roads of National Significance (RoNS)

The GPS proposes 3 RoNS as strategic corridors to support economic growth and productivity in the region. The following RoNS will be progressed in this NLTP as outlined below:

- **SH29 Tauriko West Connections** – we'll look at transport upgrades to Tauranga's western corridor on SH29, SH29A and SH36, and protect the route.

\$1.9 billion

Forecast total investment

\$235 million

Forecast maintenance operations

\$412 million

Forecast pothole prevention

\$1.1 billion

Forecast improvements

\$119 million

Forecast public transport

- **Takitimu North Link stage 1** will connect Tauranga and Te Puna with a new 6.8km 4-lane expressway and shared path, with construction already underway.
- **Takitimu North Link stage 2 (Te Puna to Ōmokoroa)** we'll start a new 7km 4-lane state highway between Te Puna (near Loop Road) and Ōmokoroa, tying into the existing SH2 south of the Waipapa Stream Bridge. This is an extension of stage 1 of the project.

When completed, the new RoNS in the region will:

- reduce congestion
- improve safety
- support housing development
- boost economic growth
- provide a more resilient roading network within the region.

The work to build these highways will be completed over several NLTPs. In the 2024-27 NLTP, we'll protect the routes and complete the design and consenting work.

Increased maintenance and resilience

Maintenance

Increased funding to maintain and operate the state highway and local road networks will enable significant road and drainage renewal work. Maintenance of existing assets ensures roads are safe and accessible for everyone to drive on.

State highways

- \$111 million will be invested this NLTP period maintaining state highway assets.
- \$208 million is ringfenced for state highway pothole prevention.

This \$319 million investment includes 349 lane kilometres of works:

- 217kms of chipseal.
- 64kms of rehabilitation.
- 23kms of structural asphalt.
- 45kms of asphalt resurfacing.

Local roads

With road controlling authorities in Bay of Plenty, we'll invest a total of \$321.8 million over this NLTP period

- \$124.3 million will be invested in operations.
- \$204.4 million is ringfenced for local road pothole prevention.

Resilience

Resilience improvements on the region's roading network will focus on a range of improvements to address areas at risk of slips, flooding, coastal erosion and coastal inundation.

- **SH2 Awakeri to Ōpōtiki** this route has limited local road detours and, therefore, is more affected economically by weather events or crashes on the highway. We'll begin work to investigate options to improve resilience along this route.
- **SH2 Waioeka Gorge resilience and safety improvements** we'll develop options and seek funding for improvements to enhance the connection between the East Coast and the Eastern Bay of Plenty. This is a prioritised cyclone rebuild activity.

Bridges and culverts

During the 2024-27 NLTP, we'll replace:

- the **SH29 Omanawa Bridge** as part of the Tauriko West project
- end-of-life culvert at **SH36 Hauraki Stream**.

Rail

Rail network investment in this NLTP will be targeted to parts of the rail network where the most significant economic benefits and opportunities for boosting the productivity of freight movement exist such as the triangle of Auckland, Hamilton and Tauranga.

The Rail Network Investment Programme (RNIP) sets out planned network maintenance, management, renewal and improvement work on the national rail network over a 3-year period. The next RNIP will be approved later in 2024 following further analysis.

Public transport

Implementation of the **National Ticketing Solution** allowing public transport users to tag on and off with their contactless debit or credit card will be completed in this NLTP period.

Safety

The high rate of deaths and serious injuries in Bay of Plenty will be addressed with targeted infrastructure improvements, maintaining the state highway network and increased police enforcement.

Commercial Vehicle Regional Safety Centre (CVSC)

We'll complete land purchase, consents and start to build a CVSC at Tauranga Port. This will use the latest technology to check commercial vehicles for compliance with safety regulations. By targeting those who flout vehicle weight restrictions, we'll be protecting the roading network, helping to minimise the risk to key freight routes where damage could disrupt freight supply chains. This helps with maintenance and resilience of the network.

Other key safety improvements will be:

- **SH33 Te Ngae Junction to Paengaroa safety improvements**
we have recently completed the safety improvements along this stretch of SH33. Funding in this NLTP will be for any final safety audits to signal the completion of the project.

Value for money

Value for money isn't always about seeking the lowest initial cost for a project - it must also take into consideration the whole-of-life costs and benefits of a project.

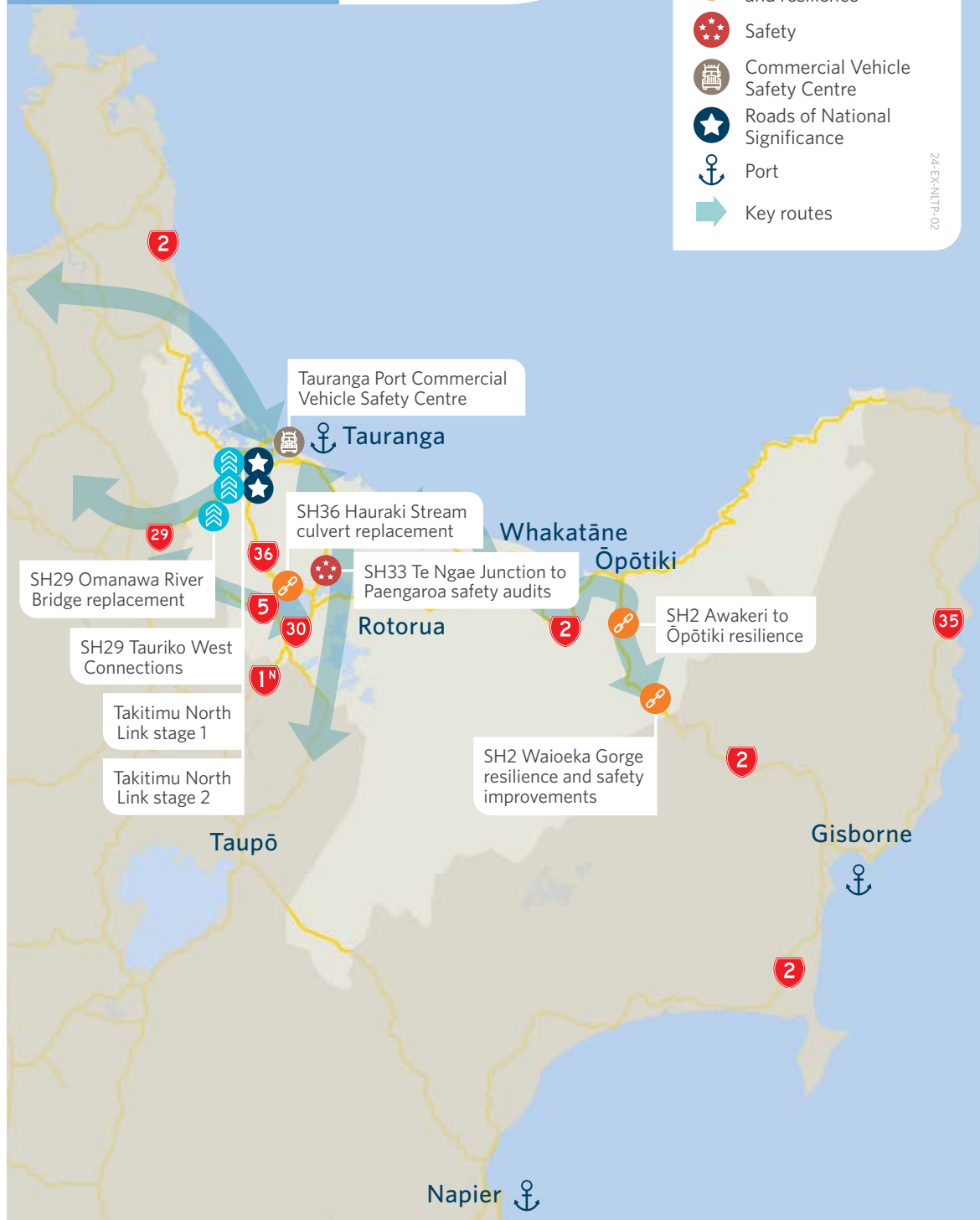
We're taking steps to make sure that all our work this NLTP provides good value for taxpayers. In the Bay of Plenty, this will include reducing expenditure on temporary traffic management, increased investment in road maintenance and a focus on whole-of-life costs.

We'll improve the productivity of maintenance and improvement works, by considering the way works are:

- scoped
- planned
- procured
- undertaken.

Bay of Plenty Te Moana-a-Toi

Key projects 2024-27



Gisborne Tairāwhiti



Fixing roads damaged in the wake of Cyclone Gabrielle and maintaining resilience are our key priorities to improve the land transport network in Gisborne during the next 3 years.

Roading resilience is critical, as limited, or no alternative routes are available. SH35 and SH2 are the two main highways connecting Gisborne to the rest of the country which can be at the mercy of extreme weather. Both routes were extensively damaged during Cyclone Gabrielle, isolating communities. As a result of severe damage to SH2, vulnerable communities south of Gisborne were cut off for 3 months.

The region's roading and rail network faces a growing risk from coastal erosion, flooding, sea level rise and extreme weather. This adds to the existing resilience challenges of the region's mountainous terrain and areas of unstable land. Of the region's nearly 1,900km of local roads, 37 percent are unsealed.

Gisborne is home to about one percent of the country's population and depends on reliable connections to Bay of Plenty and Hawke's Bay for social and economic growth. The economy is largely based on primary production, forestry, fishing, sheep and beef farming, horticulture and viticulture.

Economic growth and productivity

The primary focus for NZTA for the next 3 years in Gisborne is to repair damage, maintain the state highway network and improve resilience. This work is vital to support regional economic growth and provide lifelines for communities.

Crucial freight routes will be formally identified in the region, and plans put in place to improve safety and efficiency for all road users, especially at intersections.

Key improvements

- **SH2 Waihuka north of Whakarau Road** a 0.5km long overlay of the existing surface to improve road condition with drainage improvements.
- **SH2 Tarewa Near Maxwells Road** a 0.5km long overlay of the existing surface to improve road condition with drainage improvements. This joins the gap between 2 Crown funded recovery repairs we completed last year.
- **SH35 Hicks Bay** a nearly 1km long overlay of the existing surface to improve road condition with drainage improvements.
- **SH35 Uawa River Flats** we'll reseal 1.84km to renew the current surfacing.

**\$255
million**

Forecast total investment

**\$98
million**

Forecast maintenance operations

**\$136
million**

Forecast pothole prevention

**\$10.5
million**

Forecast improvements

**\$5.6
million**

Forecast public transport

Increased maintenance and resilience

Improving the quality of the highways, reducing dangerous corners, and enhancing resilience and safety of the roading network are areas of focus.

Maintenance

Increased funding to maintain and operate the state highway and local road networks will enable significant road and drainage renewal work. Maintenance of existing assets ensures roads are safe and accessible for everyone to drive on.

State highways

- \$53 million will be invested this NLTP period maintaining state highway assets.
- \$65 million is ringfenced for state highway pothole prevention.

This \$118 million investment includes 217 lane kilometres of works:

- 177kms of chipseal.
- 40kms of rehabilitation.

Local roads

With road controlling authorities in Gisborne we'll invest a total of \$115 million over this NLTP period:

- \$45 million will be invested in operations.
- \$71 million is ringfenced for local road pothole prevention.

Resilience

- The following sections of state highway are recovery and resilience projects, subject to ongoing investigation and funding:
 - **SH35 Mangahauini Gorge** sustained major damage including a landslide that created a dam. TREC will deliver work to restore and help protect the highway through the gorge on its existing alignment with recovery funding.

Bridges

SH35 Hikuwai Bridge which was washed away when Cyclone Gabrielle caused significant damage to SH35. A temporary Bailey bridge was installed in June 2023. Work is currently underway to design a permanent replacement bridge funded through recovery funding.

Public transport

Implementation of the **National Ticketing Solution** allowing public transport users to tag on and off with their contactless debit or credit card will be completed this funding period.

Safety

To reflect the new safety activity class and its strategic focus, we'll be targeting investment towards road policing and road safety promotion with a focus on improving road safety through enforcement and behavioural change, mostly at a national level. We'll invest in safe roading infrastructure by fixing potholes and increasing the level of road maintenance on the road network.

Over the next 3 years, a focus for safety in the region will be embedding safety improvements into the cyclone recovery work.

An initiative with Tairāwhiti community providers, helping people get their driver's licences, will continue following a successful trial. Rural communities, Pasifika people, ex-prisoners and people in the justice system are just some of the groups benefiting from the initiative. It involves NZTA contracting the Tairāwhiti Rural Education Activities Programme to provide community driver testing to community providers offering driver licensing programmes.

Value for money

Value for money isn't always about seeking the lowest initial cost for a project - it must also take into consideration the whole-of-life costs and benefits of a project.

We're taking steps to make sure that all our work this NLTP provides good value for taxpayers. In Gisborne this will include reducing expenditure on temporary traffic management, increased investment in road maintenance and a focus on whole-of-life costs.

We'll improve the productivity of maintenance and improvement works, by considering the way works are:

- scoped
- planned
- procured
- undertaken.

Gisborne
Tairāwhiti

Key projects 2024-27



Hawke's Bay Te Matau-a-Māui



Building greater resilience into the Hawke's Bay's road and rail network post-Cyclone Gabrielle and supporting economic growth is our investment priority during this NLTP period.

The cyclone left a trail of destruction across the region – damaging roads, bridges and culverts, isolating many communities. Key inter-regional state highways into and around the region have reopened and short-term measures are keeping the region moving. We continue to focus our work on significant landslides, bridge repairs, erosion and drainage issues, as well as the repair to 24 damaged roads and bridges.

Building resilience into our transport infrastructure to protect against future extreme weather events is crucial to safeguarding the local economy. We also need to provide affordable and reliable transport options for commuters.

Farming, horticulture, wine and tourism are key industries in the Hawke's Bay, and require a reliable transport network to move their products more easily to market, helping to stimulate economic growth.

The Hawke's Bay is home to about 166,000 people, or 3.5 percent of the New Zealand's population. The population is expected to increase to 202,000 by 2048, with most of the growth in Napier and Hastings, which are already home to about 80 percent of the region's population.

Economic growth and productivity

Roads of National Significance (RoNS)

The GPS proposes RoNS as strategic corridors to support economic growth and productivity in the region. We've included the following RoNS in this NLTP to be progressed as outlined below.

It's proposed to upgrade the cyclone-damaged 27kms of **SH2 Hawke's Bay Expressway**. This will:

- reduce congestion
- reduce travel times
- open up new areas for housing
- enhance overall roading resilience
- improve safety.

We're planning, designing and starting construction on the first stage in 2024-27, a short section of the most congested section during peak traffic, which is 6.5km of SH2 between the roundabouts at Taradale Road and Pākowhai/Links Road. Further stages will be delivered progressively in later NLTPs.

**\$657
million**

Forecast total investment

**\$154
million**

Forecast maintenance operations

**\$216
million**

Forecast pothole prevention

**\$246
million**

Forecast improvements

**\$32
million**

Forecast public transport

Other roads

We'll complete the **Te Ahu a Turanga: Manawatū Tararua Highway**, a new route between Manawatū and Hawke's Bay, during the first year of this NLTP. This is an important connection to support the safe, reliable and efficient movement of people and freight across the island.

Increased maintenance and resilience

Maintenance

Increased funding to maintain and operate the state highway and local road networks will enable significant road and drainage renewal work. Maintenance of existing assets ensures roads are safe and accessible for everyone to drive on.

State highways

- \$63 million will be invested this NLTP period to maintain state highway assets.
- \$74 million is ringfenced for state highway pothole prevention.

This \$137 million investment includes almost 212 lane kilometres of works:

- 175kms of chipseal.
- 32kms of rehabilitation.
- 5kms of asphalt resurfacing.

Local roads

With road controlling authorities in Hawke's Bay, we'll invest a total of \$233 million over this NLTP period:

- \$91m will be invested in operations.
- \$142m is ringfenced for local road pothole prevention.

Resilience

The primary focus for NZTA for the next 3 years is to progress with the recovery of the state highway and rail networks.

- Cyclone rebuild activities, subject to investigation and funding:
 - **SH5 Napier to Taupō** - in the first year of this NLTP we plan to build greater resilience into, and make safety improvements along SH5 that will:
 - support the local economy
 - accommodate forecast growth
 - increase reliability for freight
 - improve safety.
 - **SH2 Waikare Gorge** has a temporary Bailey bridge and recovery funding for works within the current alignment.
- We'll continue to investigate options and seek funding for:
 - **SH2 Opotiki to Napier**
 - **SH2 Devil's Elbow**
 - **SH5 Lucky Hill Bridge to SH5 SH2 intersection**
 - **Eskdale flood management.**

Rail

Rail network investment in this NLTP will be targeted to parts of the rail network where the most significant economic benefits and opportunities for boosting the productivity of freight movement exist. The Rail Network Investment Programme (RNIP) sets out planned network maintenance, management, renewal and improvement work on the national rail network over a 3-year period. The next RNIP will be approved later in 2024 following further analysis.

Public transport

Implementation of the **National Ticketing Solution** allowing public transport users to tag on and off with their contactless debit or credit card will be completed in this NLTP period.

Safety

Commercial Vehicle Regional Safety Centre (CVSC)

We'll start work on a CVSC at SH2 Napier Port. It will use the latest technology to check commercial vehicles for compliance with safety regulations. By targeting those who flout vehicle weight restrictions, we'll be protecting the roading network, helping to minimise the risk to key freight routes where damage could disrupt freight supply chains. This helps with maintenance and resilience of the network.

Value for money

Value for money isn't always about seeking the lowest initial cost for a project - it must also take into consideration the whole-of-life costs and benefits of a project.

We're taking steps to make sure that all our work this NLTP provides good value for taxpayers. In Hawke's Bay this will include reducing expenditure on temporary traffic management, increased investment in road maintenance and a focus on whole-of-life costs.

We'll improve the productivity of maintenance and improvement works, by considering the way works are:

- scoped
- planned
- procured
- undertaken.

Hawke's Bay
Te Matau-a-Māui



Taranaki



The backbone to supporting Taranaki's highly productive economy to prosper is a safe, reliable and resilient state highway network. The region's economy is centred on dairy farming and processing, oil and gas industries and forestry. Reliable road and rail connections are critical to ensuring these industries get goods to market, as well as keeping Taranaki connected to the rest of the North Island.

The land transport system needs to be well-maintained, safe, and resilient to extreme weather events as it carries a high volume of freight every year. SH3 is critical to providing safe connections north to Waikato, there being no suitable alternative northern routes for heavy vehicles, and road and rail connections are important to the southeast to Manawatū-Whanganui.

Taranaki's population is about 120,000 and 70 percent live in New Plymouth, the region's only city. The population is predicted to reach 138,000 by 2048. Much of this growth is forecast to be in New Plymouth. South Taranaki is also seeing steady population growth.

Economic growth and productivity

We'll progress work on the New Plymouth Integrated Transport Framework to provide a whole of system view of the need for investment in New Plymouth's wider transportation network. This will help shape how New Plymouth approaches transport investment over the next 30 years to achieve its vision for a sustainable lifestyle capital.

Major work continues to improve the Forgotten World Highway SH43, supporting the region's economic development strategy Tapuae Roa: Make Way for Taranaki. The historic road is New Zealand's oldest heritage trail and is expected to be fully sealed by the end of 2024. This will improve safety and attract more tourists into the region.

Increased maintenance and resilience

Maintenance

Increased funding to maintain and operate the state highway and local road networks will enable significant road and drainage renewal work to be done. Maintenance of existing assets ensures our roads are safe and accessible for everyone to drive on.

**\$808
million**

Forecast total investment

**\$120
million**

Forecast maintenance operations

**\$238
million**

Forecast pothole prevention

**\$392
million**

Forecast improvements

**\$22
million**

Forecast public transport

State highways

- \$67 million will be invested this NLTP period maintaining state highway assets.
- \$137 million is ringfenced for state highway pothole prevention.

This \$204 million investment includes 319 lane kilometres of works:

- 216km of chipseal.
- 86km of rehabilitation.
- 7km of structural asphalt.
- 10km of asphalt resurfacing.

Local roads

With road controlling authorities in Taranaki, we'll invest a total of \$134 million over this NLTP period:

- \$53m will be invested in operations.
- \$101m is ringfenced for local road pothole prevention.

Resilience

During the next 30 years, there is a growing risk of damage to the unstable terrain from weather events to Taranaki's state highways network, both to the north and east of the region.

Mt Messenger Bypass Te Ara o Te

Ata will remove a steep, narrow, and winding section of SH3 along with low-cost low-risk projects and maintenance and renewal programmes along the remainder of the route. Construction will continue for both the 2024-27 and 2027-31 NLTP periods.

Bridges and culverts

End-of-life replacement of **SH3 Mangapepeki No.2 Culvert** north of New Plymouth.

Rail

Rail network investment in this NLTP will be targeted to parts of the rail network where the most significant economic benefits and opportunities for boosting the productivity of freight movement exist. The Rail Network Investment Programme (RNIP) sets out planned network maintenance, management, renewal, and improvement work on the national rail network over a 3-year period. The next RNIP will be approved later in 2024 following further analysis.

Public transport

Implementation of the **National Ticketing Solution** allowing public transport users to tag on and off with their contactless debit or credit card will be completed within this funding period.

Safety

To reflect the new safety activity class and its strategic focus, we'll be targeting investment towards road policing and safety promotion with a focus on improving road safety through enforcement and behavioural change, mostly at a national level. We'll invest in safe roading infrastructure by fixing potholes and increasing the level of road maintenance on the road network.

Safety interventions will be retrofitted on high crash areas in the region, where they provide value for money and will materially improve road safety.

We'll continue work with improvements on **SH3 Waitara to Bell Block** to make the road safer and cater for population growth.

We're continuing with work to deliver a wide range of safety improvements on **SH3 between New Plymouth and Hāwera**, including flexible median barriers, wide centrelines, a roundabout and an intersection speed zone.

Value for money

Value for money isn't always about seeking the lowest initial cost for a project - it must also take into consideration the whole-of-life costs and benefits of a project.

We're taking steps to make sure that all our work this NLTP provides good value for taxpayers. In Taranaki this will include reducing expenditure on temporary traffic management, increased investment in road maintenance and a focus on whole-of-life costs.

We'll improve the productivity of maintenance and improvement works, by considering the way works are:

- scoped
- planned
- procured
- undertaken.

Taranaki

Key projects 2024-27



Manawatū/Whanganui



Investment in the Manawatū/Whanganui transport network in the 2024-27 NLTP will aim to strengthen the region's position as an important freight hub, supporting economic and population growth.

The central location of the region means its transport networks – both road and rail – carry large volumes of traffic and freight, linking through to Greater Wellington, Hawke's Bay, Taranaki, Waikato and the upper North Island.

Roading resilience is a priority. More intense and frequent storms will impact on areas with unstable terrain north of Whanganui, while low-lying coastal communities are facing increased risk from the impacts of sea level rise. A more resilient roading system will enable the region to better withstand increased weather events and keep road users safe.

Economic growth and productivity

Roads of National Significance (RoNS)

The GPS proposes a RoNS as a strategic corridor to support economic growth and productivity in the region. We've included the following RoNS in this NLTP to be progressed as outlined below:

Construction will begin in the next 3 years on **Ōtaki to north of Levin** – a 4-lane 24km highway that will provide a new, safer and more reliable section of SH1, connecting Greater Wellington with the freight distribution centre of Palmerston North.

Other

Te Ahu a Turanga: Manawatū Tararua Highway, which replaces the Manawatū Gorge route, will be completed this NLTP period, providing a safe, resilient and efficient route for freight between Woodville and Ashhurst.

We'll work with local and regional councils to progress work on the **Palmerston North Integrated Transport Initiative (PNITI)** – a package of projects designed to support growth of freight distribution in the region while also improving transport safety and choice for the whole community. Subject to funding availability, we'll look to progress the business case for the Ring Road. The first stages of capital infrastructure will be delivered in the next 6-10 years.

Increased maintenance and resilience

Maintenance

Increased funding to maintain and operate the state highway and local road networks will enable significant road and drainage renewal work. Maintenance of existing assets ensures roads are safe and accessible for everyone to drive on.

\$1.6 billion

Forecast total investment

\$194 million

Forecast maintenance operations

\$294 million

Forecast pothole prevention

\$987 million

Forecast improvements

\$63 million

Forecast public transport

State highways

- \$79 million will be invested this NLTP period maintaining state highway assets.
- \$87 million is ringfenced for state highway pothole prevention.

This \$166 million investment includes 277 lane kilometres of works:

- 212kms of chipseal.
- 56kms of rehabilitation.
- 9 kms of asphalt resurfacing.

Local roads

With road controlling authorities in Manawatū/Whanganui we'll invest a total of \$322 million over this NLTP period

- \$115m will be invested in operations.
- \$207m is ringfenced for local road pothole prevention.

Resilience

Maintaining existing assets, along with targeted improvements is the priority to improve network resilience throughout the region. We also need to expand our understanding of resilience in urban environments. We're purchasing property and starting work at **SH1 Utiku** to improve resilience in this area with longstanding land instability having worsened.

Bridges

We'll replace the end-of-life **SH43 Kururau Stream Water Drive** with a modern structure.

Rail

Rail network investment in this NLTP will be targeted to parts of the rail network where the most significant economic benefits and opportunities for boosting the productivity of freight movement exist.

The Rail Network Investment Programme (RNIP) sets out planned network maintenance, management, renewal, and improvement work on the national rail network over a 3-year period. The next RNIP will be approved later in 2024 following further analysis.

Public transport

To 2030, the government has allocated more than \$800 million to upgrade the Manawatū and Wairarapa rail lines.

This will increase the number of services on the **Capital Connection** to Palmerston North and provide additional off-peak services, shortening travel times for commuters.

Implementation of the **National Ticketing Solution** allowing public transport users to tag on and off with their contactless debit or credit card will be completed in this funding period.

Safety

During the 2024-27 NLTP period, our safety focus for the region will be completing safety projects that have already started, while beginning to design safety improvements for other key corridors where significant improvements and efficient investment would be beneficial.

We'll complete these safety works to provide more reliable journey times for road users on:

- **SH1 Bulls to Sanson**
- **SH3 Whanganui to Bulls.**

Commercial Vehicle Regional Safety Centre (CVSC)

Construction of a CVSC at Ohakea will be completed by 2027. The CVSC will use the latest technology to check commercial vehicles for compliance with safety regulations. By targeting those who flout vehicle weight restrictions, we'll be protecting the roading network, helping to minimise the risk to key freight routes where damage could disrupt freight supply chains. This helps with maintenance and resilience of the network

Value for money

Value for money isn't always about seeking the lowest initial cost for a project – it must also take into consideration the whole-of-life costs and benefits of a project.

We're taking steps to make sure that all our work this NLTP provides good value for taxpayers. In Manawatū/Whanganui this will include reducing expenditure on temporary traffic management, increased investment in road maintenance and a focus on whole-of-life costs.

We'll improve the productivity of maintenance and improvement works, by considering the way works are:

- scoped
- planned
- procured
- undertaken.

Manawatū/Whanganui

Key projects 2024-27



Greater Wellington Te Upoko o Te Ika a Māui



Greater Wellington relies on 2 road and rail corridors which are vulnerable to earthquakes, flooding and slips, making resilience of the region's network a priority.

Population growth and an at-capacity public transport network is resulting in unreliable journey times, impacting on the movement of freight and people.

The capital has the third largest regional economy in the country, the highest median household income, and is the gateway to the upper North and South Islands. SH1 and SH2 are critical for the movement of people and freight by road and rail, and further work is in progress to address safety, resilience and capacity issues.

There is a strong uptake of public transport and walking and cycling – making up more than 30 percent of all daily journeys to work. Ongoing investment is required to maintain these facilities.

The region's fault lines are at risk of producing large earthquakes. Like most of New Zealand, Greater Wellington is under threat of sea level rise. Increased extreme weather events will impact coastal communities, roads and rail infrastructure. Safety and resilience of the roading and rail network are challenges to contend with in coming years.

Economic growth and productivity

Several large-scale state highway projects have opened during the last 3 years, including the Transmission Gully Motorway and Peka Peka to Ōtaki Expressway to support the region's and wider economy. Two Roads of National Significance in the 2024-27 NLTP are the next key projects to be progressed to keep people and freight moving.

Roads of National Significance (RoNS)

The GPS proposes 2 RoNS as strategic corridors to support economic growth and productivity in the region. We've included the following RoNS in this NLTP.

- **Petone to Grenada Link Road and the Cross Valley Link** project development will:
 - unlock land for housing
 - improve resilience
 - support economic growth.
- SH1 from Wellington CBD to the airport including a **second Mount Victoria Tunnel and Basin Reserve upgrade** will:
 - reduce congestion
 - improve safety
 - support housing development
 - boost economic growth.

\$3.3 billion

Forecast total investment

\$337 million

Forecast maintenance operations

\$331 million

Forecast pothole prevention

\$1.1 billion

Forecast improvements

\$1.3 billion

Forecast public transport

Roads of Regional Significance (RoRS)

- Crown-funded **SH2 Melling Transport improvements** will deliver a new grade-separated interchange, new river bridge, and replacement train station, providing safer and more efficient access to central Lower Hutt. Integrated with the wider **Te Wai Takamori o te Awa Kairangi** programme where councils are delivering city centre improvements and flood protection.
- **SH58 Safety Improvements** complete stage 2 of the Crown-funded SH58 safety improvements. The project includes new median and side barriers, roundabouts making local access easier and safer, and major reconstruction of the road to be completed at the same time as other improvements.

Other improvements

- Work will continue on the **Ngā Ūranga ki Pito-One (Ngāūranga to Petone)** section of Te Ara Tupua which will contribute to safer commuter cycling along SH2 while also improving resilience of the corridor.
- Hutt City Council will make improvements to local roads around the Melling RoRs improvements.
- Porirua City Council will make local road improvements near the Kenepuru interchange with Transmission Gully.

Increased maintenance and resilience

Maintenance

Increased funding to maintain and operate the state highway and local road networks will enable significant road and drainage renewal work. Maintenance of existing assets ensures roads are safe and accessible for everyone to drive on.

State highways

- \$162 million will be invested this NLTP period maintaining state highway assets.
 - \$116 million is ringfenced for state highway pothole prevention.
- This \$278 million investment includes 138 lane kilometres of works:
- 32kms of chipseal.
 - 13kms of rehabilitation.
 - 10kms of structural asphalt.
 - 83kms of asphalt resurfacing.

Local roads

With road controlling authorities in Greater Wellington we'll invest a total of \$391 million over this NLTP period

- \$176m will be invested in operations.
- \$215m is ringfenced for local road pothole prevention.

Resilience

- The region relies heavily on 2 north-south road and rail corridors which are susceptible to natural events. There is the need to build greater resilience into the network.
 - We'll investigate potential resilience improvements along **SH1 Ngāūranga Gorge**.

- We'll continue resilience work on **SH2 Melling Transport Improvements**, including a new river bridge which is required as part of wider Te Awa Kairangi stopbank upgrades, to better protect Lower Hutt, and the highway, from flooding. Riverlink in Lower Hutt improves flood protection while also contributing to economic growth, freight and walking and cycling. \$47 million will be invested in local road connections this NLTP period.
- A retaining wall will be strengthened on Chaytor Street in Wellington to build greater resilience into the route in the event of an earthquake or extreme weather.

Rail

- **Lower North Island Rail Integrated Mobility (LNIRIM)** project. To 2030, \$802.9m of Crown funding for integrated electric/battery/diesel trains in the lower North Island will increase capacity and reduce travel times. The trains can run reliably on all parts of the network by using the most appropriate fuel. Wellington has an electrified network through to Waikanae and Upper Hutt, and can run on battery through to Palmerston North and Masterton with diesel as a back-up.
- We'll reduce the risk of storm damage to rail and road along the harbour's edge by SH2 as part of the **Ngā Ūranga ki Pito-One (Ngāūranga to Petone)** section of **Te Ara Tupua** construction. The rail corridor is a critical part of the transport system carrying tens of thousands of Hutt Valley and Wairapa commuters.

- Rail network investment in this NLTP will be targeted to parts of the rail network where the most significant economic benefits and opportunities for boosting the productivity of freight movement exist. The Rail Network Investment Programme (RNIP) sets out planned network maintenance, management, renewal and improvement work on the national rail network over a 3-year period. The next RNIP will be approved later in 2024 following further analysis.

Public transport

Implementation of the **National Ticketing Solution** allowing public transport users to tag on and off with their contactless debit or credit card will be completed in this funding period.

Safety

Our increased investment in maintenance and renewals will improve safety across the network, helping to reduce death and serious injuries.

Commercial Vehicle Regional Safety Centre (CVSC)

Construction of a CVSC on SH1 Mackays Crossing will be completed during this NLTP. CVSC will use the latest technology to check commercial vehicles for compliance with safety regulations. By targeting those who flout vehicle weight restrictions, we'll be protecting the roading network, helping to minimise the risk to key freight routes where damage could disrupt freight supply chains. This helps with maintenance and resilience of the network.

Value for money

Value for money isn't always about seeking the lowest initial cost for a project - it must also take into consideration the whole-of-life costs and benefits of a project.

We're taking steps to make sure that all our work this NLTP provides good value for taxpayers. In Greater Wellington this will include reducing expenditure on temporary traffic management, increased investment in road maintenance and a focus on whole-of life costs.

We'll improve the productivity of maintenance and improvement works, by considering the way works are:

- scoped
- planned
- procured
- undertaken.



Large scale state highway projects in Greater Wellington continue with 2 RoNS in 2024-27

Greater Wellington Te Upoko o Te Ika a Māui

Key projects 2024-27



Top of the South: Nelson, Tasman and Marlborough



Severe weather in the Top of the South in recent years has resulted in long-lasting infrastructure damage, placing the roading network under considerable strain. This has resulted in continued challenges as the region's economy needs a resilient roading network to support the productivity of its primary industries.

Work is ongoing to future-proof the state highway network, helping to provide a more resilient and reliable network to keep communities connected.

While population and urban growth are creating new economic opportunities, these are also adding extra pressure to the existing roading infrastructure. By 2048, the population is expected to grow 20,000 to 175,000, with the percentage of population having grown older than the national average.

Roading and rail lines running down the East Coast are key connections for freight and tourism between Picton and Christchurch, and the two islands. The ports in Picton and Nelson are important to transport goods to market.

Economic growth and productivity

Roads of National Significance (RoNS)

The Hope Bypass – a new route for traffic travelling on SH6 in Richmond – is proposed in the GPS as a strategic corridor to support economic growth and productivity. In this NLTP we'll start planning the new bypass, with construction starting in 2029. This will help reduce congestion in the lower Queen Street/Gladstone Road area, improve safety, support housing development, boost economic growth, and provide a more resilient roading network.

Other

SH1 Picton Port access improvements

With the iRex programme winding down, we're working through the next steps for the transport network in Picton. The relocation of the Interislander terminal has impacted roads around Picton, so we're looking at what improvements are needed to ensure traffic is safely flowing through Picton. We're investigating the most appropriate options for improvements, and changes to the state highway and a number of intersections.

**\$479
million**

Forecast total investment

**\$161
million**

Forecast maintenance operations

**\$201
million**

Forecast pothole prevention

**\$99
million**

Forecast improvements

**\$11
million**

Forecast public transport

Increased maintenance and resilience

Maintenance

Increased funding to maintain and operate the state highway and local road networks enables significant road and drainage renewal programmes. Maintenance of existing assets ensures roads are safe and accessible for everyone to drive on.

State highways

- \$51 million will be invested this NLTP period maintaining state highway assets.
- \$96 million is ringfenced for state highway pothole prevention.

This \$147 million investment includes 272 lane kilometres of works:

- 211kms of chipseal.
- 41kms of rehabilitation.
- 6kms of structural asphalt.
- 15kms of asphalt resurfacing.

Local roads

With road controlling authorities in Nelson, Marlborough and Tasman we'll invest:

Marlborough

- \$23.1m will be invested in operations.
- \$41.3m is ringfenced for local road pothole prevention.
- \$40.6m for current approved emergency works.

Nelson

- \$19.8m will be invested in operations.
- \$13.7m is ringfenced for local road pothole prevention.
- \$8.6m for current approved emergency works.

Tasman

- \$23.2m will be invested in operations.
- \$50.7m is ringfenced for local road pothole prevention.

Resilience

- The region continues to recover from damage caused by severe weather events in 2021 and 2022. Improving the resilience across the state highway network is a prime focus for the next NLTP period. This includes:
 - **SH60 Tākaka Hill**
 - **SH6 Dellows Bluff**
 - **Marlborough Sounds Future Access Road resilience improvements.**

Rail

Rail network investment in this NLTP will be targeted to parts of the rail network where the most significant economic benefits and opportunities for boosting the productivity of freight movement exist. The Rail Network Investment Programme (RNIP) sets out planned network maintenance, management, renewal, and improvement work on the national rail network over a 3-year period. The next RNIP will be approved later in 2024 following further analysis.

Public transport

Implementation of the **National Ticketing Solution** allowing public transport users to tag on and off with their contactless debit or credit card will be completed within this funding period.

Safety

Planned safety works will continue at a reduced level to finish off sections already started, targeting high-risk areas on major corridors and not overlapping with planned major corridor upgrades in the future.

Delivery of an enhanced maintenance programme in 2024-27 will ensure maintenance funds are prioritised and ringfenced for road resealing, road rehabilitation and drainage maintenance which helps to make our roads safer.

A scaling up of our road renewal work will provide skid resistant surfaces; improve the maintenance of guardrails, barriers and signs; and allow for value for money safety retrofits at high-risk locations.

SH6 Blenheim to Woodbourne safety improvements

The safety improvements are for two roundabouts on SH6. The first roundabout at SH6/Bells/St Leonard Roads intersection was completed within the NLTP 2021-24 period. A second roundabout at the SH6/Tancred Crescent intersection (outside Marlborough Airport) started construction in June 2024 and will be completed by February 2025.

Value for money

Value for money isn't always about seeking the lowest initial cost for a project - it must also take into consideration the whole-of-life costs and benefits of a project.

We're taking steps to make sure that all our work this NLTP provides good value for taxpayers. In Nelson, Marlborough and Tasman this will include reducing expenditure on temporary traffic management, increased investment in road maintenance and a focus on whole-of-life costs.

We'll improve the productivity of maintenance and improvement works, by considering the way works are:

- scoped
- planned
- procured
- undertaken.

Top of the South: Nelson, Tasman and Marlborough Te Tauīhu

Key projects 2024-27



West Coast Te Tai o Poutini



Investment on the West Coast during the 2024-27 NLTP is targeted at maintaining and improving the region's road and rail links to keep people connected and support regional economic prosperity.

Ensuring the region's roading network is more resilient to withstand the impact of more frequent and extreme weather events – and the West Coast is better prepared to respond – is critical for the region's tourism, dairy farming, mining and forestry industries which rely heavily on strong, reliable transport links to support economic growth.

The highways are prone to closures from slips, rock falls and flooding. Maintaining the highway network presents challenges with the mountainous terrain and vulnerability to extreme weather. The region is relatively isolated, depending on SH6, SH73 and the Midland Rail Line for linking sparse settlements to essential services as well as providing safe travel.

The 2024-27 NLTP will target increased funding to maintain the highways and the rail network to improve safety and freight connections, building new bridges to carry high productivity motor vehicles and reduce travel times for freight operators.

Economic growth and productivity

Supporting economic growth and productivity is the greatest priority for the West Coast's state highway network. The region relies on the roading network for inter-regional access to the Top of the South, Canterbury and Otago. Our maintenance and safety work builds resilience into the network for a faster response to incidents and emergency events to restore these key freight routes and provide more reliable travel times.

Key improvements

- **SH73 Jacksons to Darby overlay** a 1km long overlay of the existing surface to improve road condition with drainage improvements and potential shoulder widening.
- **SH6 Fergusons Bush overlay, south of Ross** a 3km long overlay of the existing surface to improve road condition with drainage improvements and potential shoulder widening.
- **SH7 Lewis Pass Pavement Reconstruction** of a 6km section through Lewis Pass from the summit through to Maruia Springs is planned to start in 2025/26. The planning and investigation stage is currently underway.

**\$255
million**

Forecast total investment

**\$81
million**

Forecast maintenance operations

**\$121
million**

Forecast pothole prevention

**\$49
million**

Forecast improvements

**\$1.5
million**

Forecast public transport

Increased maintenance and resilience

Maintenance

Increased funding into maintaining and operating the state highway and local road networks enables significant road and drainage renewal programmes. Maintenance of existing assets ensures roads are safe and accessible for everyone to drive on.

State highways

- \$44 million will be invested this NLTP period for maintaining state highway assets.
- \$82 million is ringfenced for state highway pothole prevention.

This \$126 million investment includes 459 lane kilometres of works:

- 410kms of chipseal.
- 40kms of rehabilitation.
- 9kms of asphalt resurfacing.

Local roads

With road controlling authorities in the West Coast we'll invest a total of \$76 million over this NLTP period.

- \$37m will be invested in operations.
- \$39m is ringfenced for local road pothole prevention.

Resilience

Our focus is on completing the business cases for high priority resilience improvements and starting construction this NLTP period on key corridors on the West Coast.

- **SH6 Haast to Hawea resilience design and construction**

We're investigating the highest resilience risks along this corridor and developing an investment programme to reduce the likelihood of closures.

- **SH73 Candy's Bend rockfall protection design and construction 2024-27**

The project will ensure the Candy's Creek retaining wall can withstand a significant flooding or seismic

event, preventing a possible collapse of the road.

- **SH6 Meybille Bay retaining structures and rockfall protection design and construction 2024-27**

We're investigating improvements that will build greater resilience and reliability into this part of the corridor through SH6 Meybille Bay, between Hatters Bay and Irimahuwhero Lookout, to keep the region connected.

- **SH6 Franz Josef resilience masterplan project design**

We'll contribute to any transport improvements required as part of a wider programme in response to flooding challenges at Franz Josef.

Bridges

The West Coast has the greatest number of single-lane bridges in New Zealand, with about 50 on the state highway network.

Replacing end-of-life bridges will improve resilience on key freight routes, supporting economic growth by enabling larger trucks to access the region's primary produce and get goods to market. This programme includes upgrading and replacing some of the region's single-lane bridges to improve access, safety and build greater resilience in the network.

- \$23m will be invested for the **SH6 Coal Creek Overbridge** end-of-life replacement.
- A further 10 local road bridges and culverts are expected to be replaced this NLTP period.

Rail

Some West Coast Rail bridges will be replaced, and others strengthened in 2024-27.

The Rail Network Investment Programme (RNIP) sets out planned network maintenance, management, renewal, and improvement work on the national rail network over a 3-year period. The next RNIP will be approved later in 2024 following further analysis.

Safety

The West Coast has one of the highest rates of per capita deaths and serious injuries on its roads.

Delivery of an enhanced maintenance programme in 2024-27 will ensure funds are prioritised for road resealing, road rehabilitation and drainage maintenance which will help make the roads safer.

A scaling up of our road renewal work will provide skid resistant surfaces; improve the maintenance of guardrails, barriers and signs; and allow for value for money safety retrofits at high-risk locations such as:

- **SH6 SH69 to Charleston safety improvements design and consenting**

We'll begin design and safety improvement investigations, including new signage and road markings, wider centrelines and installing safety barriers at high-risk locations.

Value for money

Value for money isn't always about seeking the lowest initial cost for a project - it must also take into consideration the whole-of-life costs and benefits of a project.

We're taking steps to make sure that all our work this NLTP provides good value for taxpayers. In the West Coast this will include reducing expenditure on temporary traffic management, increased investment in road maintenance and a focus on whole-of-life costs.

We'll improve the productivity of maintenance and improvement works, by considering the way works are:

- scoped
- planned
- procured
- undertaken.

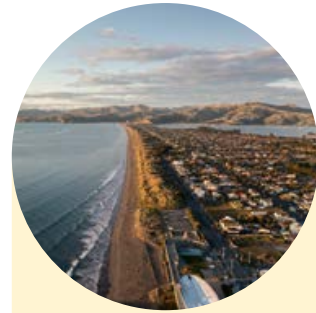
West Coast

Te Tai o Poutini

Key projects 2024-27



Canterbury Waitaha



Canterbury is New Zealand's largest geographical region and an economic powerhouse, producing 57 percent of the South Island's GDP. Most people live in the Greater Christchurch area, where the population is projected to grow from 650,000 to about 780,000 by 2048. Major earthquakes have changed the region's growth patterns, resulting in significant transport challenges.

Construction and specialist manufacturing influence the economy, along with primary production and food processing, all of which rely on the roading network for business efficiency. As the South Island's main distribution centre, freight volumes are expected to double in the next 20 years, with 96 percent being moved by road.

The roading network also provides key connections and tourist routes across the Southern Alps to the West Coast and north along SH1 to Picton and the Interislander, and south to Otago.

Economic growth and productivity

Roads of National Significance (RoNS)

The GPS proposes one RoNS as a strategic corridor to support economic growth and productivity in the region. We've included the following RoNS in this NLTP to be progressed as outlined below:

- We'll start work on **SH1 Belfast to Pegasus Motorway** and **Woodend Bypass**, which will:
 - support population growth by unlocking opportunities for housing development to the north of Christchurch
 - boost economic growth with reliable freight connectivity, reduced travel times and improve safety.

Roads of Regional Significance (RoRS)

The GPS also includes a number of RoRS in Canterbury which we'll progress as follows:

- **SH1 Rolleston access improvements**
We'll complete the design and property purchase for these access improvements and begin construction towards the end of the period. This work will continue in the 2027-30 NLTP and will unlock economic growth and improve safety.

\$1.8 billion

Forecast total investment

\$364 million

Forecast maintenance operations

\$541 million

Forecast pothole prevention

\$538 million

Forecast improvements

\$358 million

Forecast public transport

We'll also work with Selwyn District Council to complete works nearby at Walkers/Two Chain Road (roundabout construction) and Jones Road/Two Chain Road (realignment).

- **SH75 Halswell Road improvements (between Dunbars Road and Curletts Road)**

Halswell and nearby Wigram and Aidanfield suburbs are growing fast, with more people expected to move into southwest Christchurch over the next 30 years.

New commercial and residential developments are also planned in north Halswell, putting more demand on our existing roads.

Halswell Road is a key bus route, and significant delays are experienced during peak travel times.

We'll continue to build improvements, including new bus lanes, to make it safer and easier for people to get to and from the city and travel along this stretch of Halswell Road.

- We'll work with Ashburton District Council to progress the **second Ashburton Bridge** to:
 - address growing traffic congestion
 - create reliable journeys for freight
 - solve connectivity issues between Ashburton and Tinwald
 - improve safety
 - manage impacts from natural disasters such as flooding
 - provide an alternate north-south link during SH1 closures.
- **SH76 Brougham Street** will have design and strategic property purchase work completed in this NLTP, so it is ready to progress when funding is available.

Other improvements

- **Rangiora Eastern Link.** With Waimakariri District Council we'll complete a business case to reduce congestion in this growing North Canterbury town.

Increased maintenance and resilience

Maintenance

Increased funding to maintain and operate the state highway and local road networks will enable significant road and drainage renewal work to be done. Maintenance of existing assets ensures roads are safe and accessible for everyone to drive on.

State highways

- \$156 million will be invested this NLTP period maintaining state highway assets.
- \$177 million is ringfenced for state highway pothole prevention.

This \$333 million investment includes 575 lane kilometres of works:

- 459kms of chipseal.
- 73kms of rehabilitation.
- 5kms of structural asphalt.
- 38kms of asphalt resurfacing.

Local roads

With road controlling authorities in Canterbury we'll invest a total of \$573 million over this NLTP period.

- \$208m will be invested in operations.
- \$365m is ringfenced for local road pothole prevention.

Resilience

We'll complete several projects which will improve the quality of the network and give value for money over the life of the work. Some examples are below:

We'll replace asphalt on these busy freight routes:

- **SH76 Brougham Street** structural asphalt.
- **SH1 Timaru - Beverley to Trafalgar** structural asphalt.
- **SH1 Ashburton - SH77 junction to Ashburton Bridge** asphalt.
- **SH8 Windscombe Hill South of Fairlie** we'll complete 3 area wide treatments.
- We'll complete rehabilitations at:
 - **SH79 Tin Shed and Proudfoot's East**
 - **SH82 Waimate Gorge.**
- We'll improve **SH1 drainage resilience at St Andrews North, Molloy's Road and Hook Swamp Road.**
- We'll build a rockfall fence on **SH77 Rakaia Gorge** south side of river, to protect motorists and the highway, and to give reliable journey times.

Bridges and culverts

To support freight and resilience in rural South Canterbury we're replacing 2 ageing bridges on SH82, **Waihao North Branch Bridge** and **Elephant Hill Bridge.**

With Christchurch City Council, we'll start a replacement of **Pages Road Bridge** over the Avon River which is a key route for emergency evacuation of the area.

SH1 Taitaraikihi, Grant Road Timaru, we'll replace the culvert.

Rail

Rail network investment in this NLTP will be targeted to parts of the rail network where the most significant economic benefits and opportunities for boosting the productivity of freight movement exist. The Rail Network Investment Programme (RNIP) sets out planned network maintenance, management, renewal, and improvement work on the national rail network over a 3-year period. The next RNIP will be approved later in 2024 following further analysis.

Public transport

Implementation of the **National Ticketing Solution** allowing public transport users to tag on and off with their contactless debit or credit card will start from late 2024.

Safety

Delivery of an enhanced maintenance programme in 2024-27 will ensure maintenance funds are prioritised and ringfenced for road resealing, road rehabilitation and drainage maintenance which helps to make our roads safer.

Planned safety works will continue at a reduced level to finish off sections that have been started, targeting high-risk areas on major corridors. The focus of our lower cost interventions will be regional reactive small safety projects such as: signs and markings; audio tactile markings (rumble strips); and intersection speed zones at high-risk locations.

We'll also:

- Progress intersection improvements on **SH1 Hornby** to improve safety and reduce delays caused by crashes.
- Investigate intersection improvements at **SH1/SH73 intersection**, providing a key freight route and airport access.
- Safety improvements will be completed **SH1 Templeton to Selwyn River** and improvements designed for **SH1 Selwyn River to Ashburton**.

Commercial Vehicle Safety Centre (CVSC)

We'll construct the northbound CVSC near Rakaia (the southbound was completed in the 2021-24 NLTP period). CVSC will use the latest technology to check commercial vehicles for compliance with safety regulations. These high-tech centres check that freight operators are complying with regulations to keep everyone safe, check for overloading which can damage the road network, and help support economic growth.

Value for money

Value for money isn't always about seeking the lowest initial cost for a project - it must also take into consideration the whole-of-life costs and benefits of a project.

We're taking steps to make sure that all our work this NLTP provides good value for taxpayers. In Canterbury this will include reducing expenditure on temporary traffic management, increased investment in road maintenance and a focus on whole-of-life costs.

We'll improve the productivity of maintenance and improvement works, by considering the way works are:

- scoped
- planned
- procured
- undertaken.

Key projects 2024-27



Otago/Southland Ōtākou/Murihiku



With its large land area and diverse communities, Otago/Southland relies on a resilient transport network to support population growth, to ensure the regions prosper and to keep a buoyant economy. Safe and reliable access to Port Otago and airports in both regions are necessary to support the economy.

While Dunedin is the largest city in Otago where the transport system needs to adapt to changes with central city development, the fastest growing district is Queenstown Lakes. Queenstown's popularity as a holiday and tourist destination and the resort town's housing crisis has placed severe pressure on the town's infrastructure, including transport.

Southland's rural-based economy relies on the roading network to provide essential services to surrounding communities and get goods to market. It is also a gateway to the area's tourism hotspots of Fiordland National Park and Stewart Island.

Resilient roads are needed for rural production and tourist movement around the region. Low population growth is forecast in Southland, growing from 97,400 to 108,000 by 2048. As a result, there is unlikely to be the same pressure on infrastructure and urban development as in parts of Otago.

Both regions are battling ongoing resilience challenges triggered by weather events, as well as erosion and seismic risks, including from the Alpine Fault. Network closures impact road users significantly as detours can be lengthy.

Economic growth and productivity

Most of the region has enough capacity to meet current and future demand. However:

- Dunedin's transport system needs to change to reflect the changes in central city development and future growth:
 - We'll complete business cases for **SH1 and SH88 Dunedin City and Hospital**, and get these projects underway to accommodate additional traffic, including freight movement to the port.
 - We'll start planning ways to ensure **SH1 and SH87 around and in Mosgiel** can support significant planned housing development. This will make travel times more reliable and improve safety outcomes.

\$1.4 billion

Forecast total investment

\$313 million

Forecast maintenance operations

\$562 million

Forecast pothole prevention

\$333 million

Forecast improvements

\$125 million

Forecast public transport

Roads of Regional Significance

Investment in Queenstown's transport infrastructure will accommodate growth and address congestion. During this NLTP period, we'll progress:

- **The Queenstown Package** a Road of Regional Significance which includes
 - SH6A corridor improvements
 - SH6 and 6A Frankton Intersection improvements
 - SH6 improvements, including a bus hub.

Increased maintenance and resilience

Maintenance

Increased funding to maintain and operate the state highway and local road networks will enable significant road and drainage renewal work this NLTP period. Maintenance of existing assets ensures roads are safe and accessible for everyone to drive on.

State highways

This \$371 million investment includes 934 lane kilometres of works:

Otago

- \$95m will be invested to maintain state highway assets.
- \$134m is ringfenced for state highway pothole prevention.
- 422km of chipseal.
- 100km of rehabilitation.
- 4km of structural asphalt.
- 29km of asphalt resurfacing.

Southland

- \$62m will be invested to maintain state highway assets.
- \$79m is ringfenced for state highway pothole prevention.
- 286kms of chipseal.
- 77kms of rehabilitation.
- 3kms of structural asphalt.
- 12kms of asphalt resurfacing.

Local roads

With road controlling authorities in Otago and Southland we'll invest a total of \$504 million over this NLTP period.

Otago

- \$115m will be invested in operations.
- \$215m is ringfenced for local road pothole prevention.

Southland

- \$40m will be invested in operations.
- \$134m is ringfenced for local road pothole prevention.

Resilience

During this NLTP period, NZTA and the Crown are investing in and completing resilience improvements on:

- **SH1 Katiki Straight** rock armouring (crushing and stockpiling rocks between tides) to prevent coastal erosion affecting the state highway will continue. This is more cost effective than realigning the highway away from the beach.
- **Kakanui River and SH1 Waikouaiti** flood mitigations, drainage and slope stabilisation addressing rockfall sites on SH8, SH83 and SH85.

- We'll start work on increased resilience for these corridors:
 - **SH6 Cromwell to Frankton**
 - **SH6 Frankton to Kingston**
 - **SH6 Haast to Hawea.**
- Complete the **SH94 corridor resilience business case** for between Te Anau Downs and Milford, and start work on the improvements by the end of this NLTP period.
- We've completed the Crown-funded safety and resilience improvements to the **SH94 Homer Tunnel**. Additional funding will be used to explore if further improvements are required.
- Crown funding will be available to:
 - relocate the road inland on the **SH94 Shooting Rail slip site**
 - raise the road at **SH1 Ocean Beach near Bluff**
 - install a new, larger capacity culvert at **SH99 McCrackens Rest**
 - Stabilise the bank at **SH99 Rileys Slip.**

Bridges and culverts

Replacing ageing bridges is one of the biggest roading challenges facing Otago and Southland. The two regions have more than 1000 bridges - many built before 1970. In response:

- 17 bridges and culverts will be replaced by councils throughout the region.
- With Queenstown Lakes Council we'll replace the culvert at **Shepherds Hut Creek** between Queenstown and Glenorchy.

Rail

Rail network investment in this NLTP will be targeted to parts of the rail network where the most significant economic benefits and opportunities for boosting the productivity of freight movement exist. The Rail Network Investment Programme (RNIP) sets out planned network maintenance, management, renewal, and improvement work on the national rail network over a 3-year period. The next RNIP will be approved later in 2024 following further analysis.

Public transport

Implementation of the **National Ticketing Solution** allowing public transport users to tag on and off with their contactless debit or credit card will be completed within this funding period.

Safety

Deaths and serious injuries remain high in Otago – particularly in high-risk rural areas and at busy intersections. Southland has a relatively poor safety record, with issues around run-off road and head-on crashes at intersections.

Delivery of an enhanced maintenance programme in 2024-27 will ensure funds are prioritised and ringfenced for road resealing, road rehabilitation and drainage maintenance which will help make our roads safer.

A scaling up of our road renewal work will provide skid resistant surfaces; improve the maintenance of guardrails, barriers and signs; and allow for value for money safety retrofits at high-risk locations.

Other safety improvements

- Work will be completed this NLTP period on the design and consenting for safety improvements on **SH1 Hampden to Palmerston** and **SH1 Herbert to Hampden**.
- We'll spend \$4 million on roading improvements on **Princes Street** in Dunedin.

Value for money

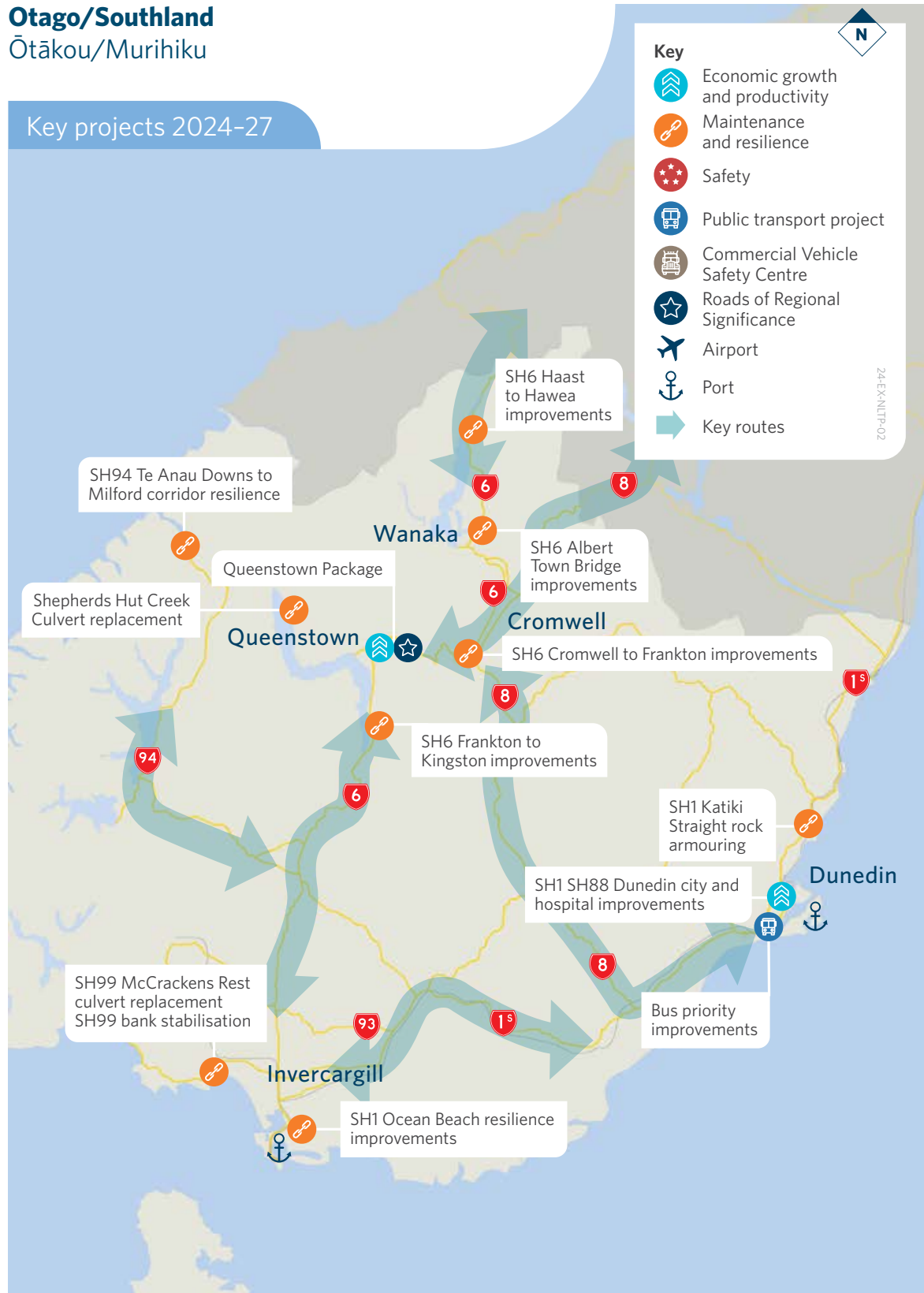
Value for money isn't always about seeking the lowest initial cost for a project - it must also take into consideration the whole-of-life costs and benefits of a project.

We're taking steps to make sure that all our work this NLTP provides good value for taxpayers. In Otago and Southland, this will include reducing expenditure on temporary traffic management, increased investment in road maintenance and a focus on whole-of-life costs.

We'll improve the productivity of maintenance and improvement works, by considering the way works are:

- scoped
- planned
- procured
- undertaken.

Key projects 2024-27



Chatham Islands Wharekauri



Just over 700 people live in the Chatham Islands, located about 800kms to the east of the South Island. Maintaining roads in this remote territory presents challenges with the cost of freight, reduced economies of scale and a lack of a quarry source in the southeastern region.

The Chatham Islands has a total network length of 179kms across the 11 islands. The sealed road network spans 13kms, covering the settlements of Waitangi, Te One, Owenga and Kaingaroa.

Increased maintenance and resilience

Maintenance

Increased funding into maintaining and operating the local road network will enable significant road and drainage renewal programmes to be undertaken this NLTP period. Maintenance of existing assets ensure the network remains safe and accessible for all.

Local roads

More than \$15 million will be invested in the Chatham Islands during this NLTP period:

- \$3m in local road operations.
- \$11.6m in local road pothole prevention.
- \$840,000 in local road improvements.

Sealed roads

Key projects include:

- rehabilitation of **east of Nairn Bridge**, from the bridge towards Pages Corner
- full rehabilitation of sections of **North Road through Te One** to build longevity into the asset
- pavement strengthening on **Target Hill** to restore condition.

Unsealed roads

The proposed maintenance programme for the unsealed pavement network will target strengthening sections on key routes where the pavement was laid more than 20 years ago or is showing signs of structural failure.

The section of **North Road, Kaingaroa Road, and Waitangi Wharf – Owenga Road** are prioritised for work this NLTP period.

Resilience

To adapt to the impacts of climate change and improve route resilience, there will be targeted improvements at higher-risk locations.

**\$15.4
million**

Forecast total investment

**\$3
million**

Forecast maintenance operations

**\$11.6
million**

Forecast pothole prevention

\$840,000

Forecast improvements

Bridges and culverts

The Chathams have a programme of replacing and upgrading its culverts and bridges. Many of the islands' 27 bridges are being replaced by large culverts as maintenance is more cost effective.

During the 2024-27 investment period:

- culverts in poor condition and/or where an improved flow is required during flood or heavy rainfall events will be replaced
- surface water channels on the network will be improved, usually when doing unsealed pavement rehabilitations to provide increased resilience and value for money
- several failing and end-of-life structural components on **Maipito Bridge** will be replaced. Maipito Bridge is situated in low-lying terrain on a wide flood basin and can't be replaced with a culvert.

Other improvements

- Two programmes of network-wide minor improvements will be completed, including work to improve safety.
- **The Owenga Barge Loading Ramp** will be completed this NLTP. This will provide a more reliable docking facility for the Pitt Island barge, improving freight connections between the main Chatham Island and Pitt Island.

Safety

Delivery of an enhanced maintenance programme in 2024-27 will ensure funds are prioritised and ringfenced for road resealing, road rehabilitation and drainage maintenance which will help to make the road network safer and more resilient.

Value for money

Value for money in the Chatham Islands isn't always about seeking the lowest initial cost for a project - it must also take into consideration the whole-of-life costs and benefits of a project. This means replacing end-of-life bridges with culverts where possible, and improving drainage when completing other work on the network.

Chatham Islands
Wharekauri

Key projects 2024-27



How this NLTP complies with s19B of the LTMA



Section 19B LTMA requirements

1. A national land transport programme must include an assessment as to how it complies with section 19B of the Land Transport Management Act 2003 (LTMA), which provides:

19B Core requirements for national land transport programme

The Agency must, in preparing a national land transport programme,

(a) ensure that the national land transport programme—

- (i) contributes to the purpose of this Act; and
- (ii) [Repealed]
- (iii) gives effect to the GPS on land transport; and

(b) take into account any—

- (i) [Repealed]
- (ii) [Repealed]
- (iii) regional land transport plans; and
- (iv) national energy efficiency and conservation strategy; and
- (v) relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the [Resource Management Act 1991](#).
- (vi) [Repealed]

2. This Appendix sets out an assessment of how NLTP 2024-27 complies with section 19B of the LTMA, as is required by s 19C(b) of the LTMA. However, in practice, our assessment of compliance between NLTP 2024-27 and s 19B was carried out continually through the development of NLTP 2024-27. The steps taken to comply with s 19B include the development of investment targets in each activity class, the development of the Investment Prioritisation Methodology (IPM), the moderation of proposed activities for inclusion in NLTP 2024-27 and the Board's overall assessment of NLTP 2024-27 in adopting it. This statement should therefore be read in conjunction with the more detailed description of how NLTP 2024-27 was developed, how we assess and prioritise projects, and how we are giving effect to the GPS by activity class in the main text.
3. NZTA will consider whether the NLTP continues to meet the requirements of s 19B, as well as whether a particular activity or combination of activities is consistent with GPS 2024, is efficient and effective, and contributes to NZTA's statutory objective, when it approves a that activity or combination of activities for funding from the NLTF.

How this NLTP contributes to the purpose of the Land Transport Management Act 2003 (LTMA)

4. Section 19B(a)(i) of the LTMA requires NZTA to ensure that any national land transport programme it prepares contributes to the LTMA's purpose.
5. Section 3 of the LTMA provides that the purpose of the Act is to "contribute to an effective, efficient, and safe land transport system in the public interest". Without limiting the legal interpretation of section 3, a land transport system is:
 - Effective when it moves people and freight where they need to go in a timely manner, and
 - Efficient when it delivers the right infrastructure and services to the right level at the best cost; and
 - Safe when it reduces harm from land transport.

6. The “public interest” describes what NZTA must aim to achieve through land transport planning and funding. This recognises that land transport is not an end in its own right but an enabler of other activities. As part of its assessment, NZTA has considered a range of interests, including but not limited to economic, social, cultural and environmental wellbeing.
7. NZTA’s assessment of how NLTP 2024-27 contributes to an “effective, efficient and safe land transport system in the public interest” is summarised below in relation to each of effectiveness, efficiency, safety and the public interest. However, NZTA has primarily considered how NLTP 2024-27 contributes to the purpose statement as a whole, reflecting that many of the activities and combinations of activities funded or proposed for funding contribute to multiple priorities and interests.
8. NLTP 2024-27 contributes to an **effective** land transport system by:
 - Developing the NLTP to give effect to GPS 2024, including the four strategic priorities (Economic growth and productivity, Maintenance, Safety and Value for money), through selection of activity class investment targets and prioritisation of new activities and combinations of activities that align with GPS strategic priorities.
 - Ensuring that the NLTP will allow our road network to be maintained at current levels of service.
9. NLTP 2024-27 contributes to an **efficient** land transport system by:
 - Targeting additional funding towards the overarching GPS strategic priority of economic growth and productivity, in particular through the Roads of National Significance, in corridors that will support economic growth by enabling new housing areas for population growth, and local roads improvements, including building new local roads and improving the capacity of existing local roads.
 - Increasing state highway maintenance programmes to deliver greater resilience outcomes, including against the impacts of extreme weather events, including replacement of critical bridges on the State Highway network.
 - Funding Public Transport to maintain all existing services, working towards transitioning to a low-emission bus fleet, and ensuring sufficient funding for critical new services including the operation of the City Rail Link, Auckland.
 - Targeting funding for the rail network to those parts of the network where the most significant economic benefits and opportunities for boosting the productivity of freight movement exist.
 - Providing for a reduction in NZTA’s back office costs.
10. NLTP 2024-27 contributes to a **safe** land transport system by:
 - Supporting a refocused Road Efficiency Group to build sector capability and capacity to drive better accountability, delivery, and value for money from transport investments;
 - Increasing road renewals, that will reduce the requirement for smaller fixes and low risk activities;
 - Providing for the use of the New Zealand guide to temporary traffic management, to deliver savings by adopting a risk-based approach that ensures that temporary traffic management matches the work being undertaken.
 - Revising road safety promotion programmes to align with national advertising.
 - Increasing investment in a well-maintained network that will improve road safety outcomes through the RoNS programme and the Pothole Prevention activity class.
 - Ensuring that a safe system approach is part of all stages of project development, with all activity classes contributing to safety outcomes.
 - A refocus of National Road safety promotion activities to ensure nationally consistent and coordinated road safety promotion.
 - Maintaining investment in the road policing programme, focussing on impairment, speed, restraints, distraction, high-risk drivers and commercial vehicles.
 - Supporting the roll out of Safety Camera programme.

11. NLTP 2024-27 contributes to an effective, efficient and safe land transport system **in the public interest** by:

- Taking account of RLTPs and public consultation on proposed RLTPs in the development of the NLTP 2024-27, as well as particular consideration being given to regional activities identified by those regions as high priority;
- Ensuring increased levels of maintenance over the network to improve asset quality and life, improving connectivity and provides enhanced access to social, cultural and economic opportunities.
- Investment to support growth and new housing through the RoNS programme, such as the Hamilton Southern Links and the Petone to Grenada Link Road and the Cross Valley Link
- Accelerating planning work on other Roads of National Significance, particularly routes that will support economic growth such as the Auckland to Whangārei corridor within the next NLTP period.
- Maintaining investment in public transport to support accessible access to transportation options, working towards transitioning to a low-emission bus fleet, and ensuring sufficient funding for critical new services.
- Ensuring that land transport funding is allocated in an efficient and effective manner.

12. NZTA will undertake a further assessment whether funding a particular activity contributes to NZTA's objective, to undertake its functions in a way that contributes to an effective, efficient and safe land transport

system, when deciding whether to approve activities for funding from the NLTF.

How this NLTP gives effect to the GPS on land transport

13. Section 19B(a)(iii) LTMA requires NZTA to ensure that any national land transport programme it prepares gives effect to the GPS on land transport.

14. We have ensured NLTP 2024-27 gives effect to GPS 2024 by reviewing the NLTP against the strategic priorities, outcomes, expenditure limits and activity class funding ranges, and statement of Ministerial expectations that are intended to give effect to those priorities and outcomes.

15. In accordance with GPS 2024, the NLTP targets investment in each activity class to at least the minimum of the expenditure range identified in GPS 2024. The NLTP has been developed by first considering 'baseline' activities that must be funded in accordance with our legal obligations and financial commitments, and to maintain the system at acceptable levels of service as expected by GPS 2024. Additional funding has been targeted at the GPS strategic priorities, in particular the overarching GPS priority of economic growth and productivity, along with maintaining and building resilience into the network.

16. New activities and combination of activities which it is anticipated funding may be provided in the next NLTP period have been initially prioritised for inclusion in the NLTP in accordance with the Investment Prioritisation Method. These activities, with a small number of exceptions, are drawn from RLTP which themselves

were considered for consistency with GPS 2024. Where RLTP were developed prior to publication of GPS 2024, an opportunity was provided to adjust activities included in the RLTP to enable prioritisation of activities aligned with GPS 2024.

17. A key role of the IPM is to ensure only activities that are consistent with the GPS 2024 are prioritised for inclusion in the NLTP and approved for NLTF funding. The IPM achieves this by providing a methodology and criteria to enable a nationally consistent approach to assessing and comparing all proposed activities to determine the best mix of activities for inclusion in the NLTP so that the NLTP gives effect to the GPS and contributes to the purpose of the Act. The methodology considers alignment with the strategic priorities of the GPS, as well as an assessment of the efficiency of the proposed activities (reflecting the Value for Money strategic priority).

18. All activities prioritised for inclusion by the IPM then went through a moderation exercise against other activities in the activity class to ensure they align with GPS 2024, including that the priorities achieve best value for money. This exercise is undertaken by senior subject matter experts and involves representatives from local government and the Ministry of Transport.

19. The following paragraphs summarise how the NLTP gives effect to GPS 2024 by pursuing each of the four strategic priorities and the outcomes that the Government expects to be achieved by this GPS.

GPS Strategic Priority: Economic growth and productivity

20. To meet this strategic priority, investment within the State Highway Improvements activity class has had a significant increase in both NLTF and Crown funding to deliver the Roads of National Significance (RoNS) programme and priority resilience projects, including delivering SH22 Tauriko West and the SH6 Hope Bypass and the end-of-life replacement of SH82 Elephant Hill Bridge in Canterbury

21. Economic growth and productivity are also addressed through investments in the Local Roads Improvement activity class. Projects funded under this activity class include building new local roads and improving the capacity of existing local roads, and end-of-life bridge and structures renewals, including the Auckland Optimisation programme and improvements to Two Chain Road in Selwyn District and the Te Mata - Waimarama Roundabout project on the Hawkes Bay

22. Investments in the State Highway Operations and the Local Road Operations activity classes will fund activities that include managing demand and operating services to ensure the best use of our state highway and local road networks.

23. The Rail Network activity class will fund investment in operation and maintenance, renewals, and improvements to the national rail network. The activities funded are targeted to parts of the rail network where the most significant economic benefits and opportunities for boosting the productivity of freight movement exist, for example Auckland, Hamilton, and Tauranga,

24. NZTA considers that these investments will promote the following of the Governments expected short to medium term outcomes:

- reduced journey times and increased travel time reliability
- less congestion
- improved access to markets, employment and areas that contribute to economic growth.
- more efficient supply chains for freight
- access to greenfield land for housing development.

GPS Strategic Priority: Increased maintenance and resilience

25. To meet this strategic priority, investment within the State Highway Pothole Prevention and the Local Road Pothole Prevention activity classes will address the significant rise in the number of potholes and deterioration of the state highway and local road networks. Activities will include resealing, rehabilitating, and drainage maintenance across both networks.

26. The Roads of National Significance (RoNS) programme under the State Highway Improvements activity class has a strong focus on building more resilient roads as well as halting the decline in the condition of our state highways.

27. The Local Road Improvements activity class and Local Road Operations activity class prioritise upgrading and resurfacing existing local roads and improving or replacing bridges.

28. Resilience improvements on local roads will include infrastructure upgrades and prevention measures to mitigate against the impacts of extreme weather events.

29. NZTA considers that these investments will promote the following of the Governments expected short to medium term outcomes:

- more kilometres of the road network resealed and rehabilitated each year
- fewer potholes
- a more resilient network

GPS Strategic Priority: Safety

30. To meet this strategic priority, the NLTP 24-27 invests in road policing and nationally consistent and coordinated road safety promotion.

31. It focuses on improving road safety through enforcement and behavioural change. Police must achieve road policing targets set by the Government through funding in this activity class. Their focus will be on

- impairment
- speed
- restraints
- distraction
- high risk drivers
- commercial vehicles
- other prevention and enforcement activities including crash response, network maintenance, education.

32. The Safety Camera System is also funded through this activity class along with several smaller Nationally Delivered Activities (NDAs) to support safe system and regulatory requirements.

33. The Government expects that investment in road safety will also be achieved across activity classes. This includes the Roads of National Significance (RoNS) programme through the State Highway Improvements activity class and investment in a well-maintained road network through the Pothole Prevention activity classes.

34. NZTA considers that these investments will promote the following of the Governments expected short to medium term outcomes:

- reduction in deaths and serious injuries
- increased enforcement

GPS Strategic Priority: Value for money

35. GPS 2024 outlines a clear direction to deliver value for money in all activity classes and this has been at the forefront of our decision making.

36. The Investment Prioritisation Method (IPM) criteria includes efficiency to reflect the Value for <Money strategic priority.

37. NZTA considers that these investments will promote the following of the Governments expected short to medium term outcomes: The NLTP ensures:

- better use of existing capacity
- less expenditure on temporary traffic management

How regional land transport plans have been taken into account

38. Section 19B(b)(iii) LTMA requires NZTA to take into account any regional land transport plans when preparing a national land transport programme.

39. We have taken into account regional land transport plans when preparing NLTP 2024-27, including by taking the following steps:

- All activities, other than a small number of nationally delivered activities (such as the National Ticketing Solution), must be included in an RLTP in order to be included in the NLTP.
- We have reviewed the regional priorities in each RLTP when making final prioritisation decisions within activity classes to consider opportunities to adjusting the NLTP to better align with regional priorities. While RLTPs must also be consistent with the GPS, Regional Transport Committees use a variety of prioritisation approaches meaning regional priorities can differ from those determined by NZTA. Those priorities were carefully considered, but ultimately, we are required to form our own assessment of the investment required to give effect to the GPS.
- Reviewing the top priorities for each region for all new proposed activities where the region gave a priority ranking from one to nine, against our ranking assigned for the region, applying the IPM. As part of this review, we sought to determine whether each region had been appropriately categorised using the NZTA's taxonomy as set out in the July Board paper or not. It was apparent many chose to apply their own approach to priority ranking which led to much of the divergence we observed.

- Applying a further adjustment to what we had previously considered as probable and possible activities in the NLTP to promote activities identified as a regional priority over activities that have a similar IPM priority but are not identified as a regional priority. Where this occurred, we applied an exception to our IPM assessment to include such an activity.

How the national energy efficiency and conservation strategy has been taken into account

40. conservation strategy when preparing a national land transport programme.

41. We have taken into account the national energy efficiency and conservation strategy when preparing NLTP 2024-27. The NZEECS 2017-22 (which has been determined to be replaced but continues in force until a replacement is prepared), identifies three priorities, of which 'Efficient and low emissions transport' is most relevant to the NLTP. The NLTP supports the this priority within the NEECS by:
- Supporting the inclusion of programmes to decarbonise the bus and ferry fleet;
 - Including activities to expand the reach and capacity of the Public Transport Network, such as the Northwest Rapid Transit Corridor and Eastern Busway.
 - Including activities, that support freight and passenger movement by rail, including the National Ticketing Solution.

How relevant national policy statements and relevant regional policy statements and plans in force under the Resource Management Act 1991 have been taken into account

42. Section 19B(b)(v) LTMA requires NZTA to take into account any relevant national policy statements and relevant regional policy statements or plans in force under the Resource Management Act 1991 (RMA) when preparing a national land transport programme.

43. Regional Land Transport Plans (RLTPs) are required to also take account of NPS and RPS. As NZTA only considers activities for inclusion into the NLTP that are included in an RLTP, with a small number of exceptions for nationally delivered activities, this provides another layer of assessment that has already occurred prior to being submitted to NZTA for NLTP inclusion.

44. We have considered which of the National Policy statements currently in force under the RMA are relevant to our preparation of NLTP 2024-27 and have taken them into account through the application of the IPM and as outlined below –

- National Policy statements were reviewed by Senior National Planners and policies of relevance to transportation infrastructure identified. An assessment of the alignment of GPS 2024 against the relevant policy statements

was undertaken to determine relevance for developing the NLTP and a workshop held to determine how the policy was to be taken into account. In many cases, the policy relates to detail of infrastructure development that is beyond the scope of the NLTP development and will be taken into account in subsequent investment decision-making.

- Activities required to comply with statutory obligations arising from the National Policy statements were included in the 2024-27 NLTP without undertaking an assessment in accordance with this IPM. An assessment is required that the costs are unavoidable, reasonable in scope and amount, and must be incurred in the 2024-27 period.

45. Regional Policy Statements (RPS) were reviewed by the Spatial System Planning team, to identify the key objectives and policies that are related to transport and infrastructure. Assessment on the alignment of the RPS to the GPS 2024, and its impact on NLTP development were undertaken. As regional policy statements are far more granular than National Policy statements, most conditions occur at a level of project detail that is beyond the NLTP assessment and will be assessed through project development phases to ensure compliance with relevant policy statements. In such cases, the assessments undertaken for the NLTP are noted for future reference as regional projects develop through subsequent investment decision-making.

Climate Change Response Act 2002: 2050 target, emissions budget and emissions reduction plans

46. In addition to the s 19B requirements for adopting an NLTP, the Climate Change Response Act 2002 permits NZTA to take into account—

- the 2050 target; or
- an emissions budget; or
- an emissions reduction plan.

47. We have determined to take into account the 2050 target and emissions budgets in preparing the NLTP. We have not taken into account the current emissions reduction plan. This is because GPS 2024 records that it has not been aligned with the current emissions reduction plan, while a reassessment of that plan is underway following the change of government following the 2023 general election. A new emissions reduction plan is anticipated to be published later this year.

48. Analysis has been undertaken using the CATI and MOAT tools on the proposed NLTP, to assess the programmes impact on emissions. The CATI tool was developed by NZTA to help qualitatively assess the emissions implications of investment programmes. The MOAT tool was developed by Aurecon (and peer reviewed by Monash University) to help assess quantitatively assess emissions and other outcomes from investment programmes (including economic benefits and DSIs). The MOAT is a relatively new tool and is not yet sufficiently developed to robustly model economic benefits and

DSIs, so has not been used for these purposes. There are also important limitations to its use when modelling emissions, which have been taken into account in assessing the implications of the NLTP 24-27.

49. Together the analysis indicates that the total estimated NLTP expenditure is marginally weighted towards activities that are estimated to increase emissions particularly if all committed and probable projects are fully implemented in this or subsequent NLTP periods.

50. The results of the CATI and MOAT analysis are not inconsistent with the 2050 target and emissions reduction budgets because:

- The total estimated NLTP expenditure is marginally weighted towards activities that will increase emissions but this does not take into account other potential transport-related policy interventions which may counterbalance this e.g. the Government's policy to increase the number of EV charging stations.

- Inclusion of an activity in the NLTP does not mean that it will be fully funded through to construction and separate statutory decisions for funding are required, at which point more project specific emissions information will be available.
- The 2050 target and emissions budgets are national figures, achievement of which will be affected by both non-NLTP transport policy initiatives and non-transport policy initiatives which are not modelled by CATI or MOAT.
- The Government has indicated that the key tool for achieving the 2050 target and emissions reduction budgets is the Emissions Trading Scheme (ETS) which are outside the scope of NLTP 24-27. The MOAT analysis does not take into account the effects of the ETS on transport emissions.

Relevant directions under Part 3 of the Crown Entities Act 2004 or any other Act

Section 19C(i) of the Land Transport Management Act 2003 requires the NLTP to include relevant directions under Part 3 of the Crown Entities Act 2004 or any other Act.

The following are directions to the NZTA that are current as at the date of adoption of NLTP 2024-27 and may be relevant for the purposes of NLTP 2024-27:

Name of direction	Date of direction	Gazette notice no.	Gazette link or file location	Summary
Direction to Support a Whole-of-Government Approach, Given to the House of Representatives by the Minister for the Public Service and the Minister of Finance Under Section 107 of the Crown Entities Act 2004	27 March 2022	2022-go2030	https://gazette.govt.nz/notice/id/2022-go2030	Direction sets out requirements for agencies to implement the Carbon Neutral Government Programme (CNGP). The CNGP has been set up to accelerate emissions reductions across the public sector. It will ensure that government agencies, alongside businesses and communities, are leading the way to reduce emissions as we transition to a low-emissions, resilient economy, and ensures agencies adapt to operate in a low-emissions future. The objective is for agencies to reduce their gross emissions and to be carbon neutral by 2025.
New Zealand Transport Agency (Additional Delivery Management Function) Direction 2021	20 Dec 2021	2021-go5604	https://gazette.govt.nz/notice/id/2021-go5604	Direction to Waka Kotahi-NZTA to carry out the additional function of managing the delivery of any activities approved under section 20 of the Land Transport Management Act 2003 that are funded or to be funded out of the Coastal Shipping Activity Class in the national land transport programme.
Direction Under the Crown Entities Act 2004—Additional Function for the New Zealand Transport Agency	14 May 2018	2018-go2500	https://gazette.govt.nz/notice/id/2018-go2500	Direction to Waka Kotahi-NZTA to carry out the following additional function: To plan, fund, design, supervise, construct and maintain rapid transit networks and/or projects, including light rail.

Glossary



Acronym	Term	Explanation
	Activity	Defined in the LTMA as a land transport output or capital project, or both.
	Activity class	Refers to a grouping of similar activities.
	Approved Organisations	Organisations eligible to receive funding from NZTA for land transport activities. Approved organisations are defined in the LTMA 2003.
AITP	Auckland Integrated Transport Plan	Provides an integrated view of the transport investment programme across the transport system in Auckland, including state highways and local roads, railways, buses, ferries, footpaths, cycle ways, intermodal transport facilities and supporting facilities such as parking and park-and-ride.
	Auckland Plan 2050	Outlines a 30-year strategy for Auckland to tackle population, prosperity and environmental challenges.
AT	Auckland Transport	Responsible for Auckland region's transport services, from roads and footpaths, to cycling, parking and public transport.
ATAP	Auckland Transport Alignment Project	A cross-agency partnership including the Ministry of Transport, NZTA, KiwiRail, the Treasury, Auckland Council, Auckland Transport and Public Service Commission. Since 2015, the partnership has delivered a series of strategic reports and develops an indicative package of transport investments for Auckland (the ATAP package) every three years. This package informs statutory processes including the National Land Transport Programme and Auckland's Regional Land Transport Plan.
CVSC	Commercial Vehicle Safety Centre	Formerly known as weigh stations or Weigh Right programme, CVSCs are sites where enforcement officers can undertake checks on heavy vehicles. For example, checks of: weight, road user charges, certificate of fitness, logbook, and alcohol and drugs.
	Corridor	Major area of travel between two points (it may include more than one route and more than one form of transport).
	Crown financing	In addition to funding provided through the LTMA process, the Government can also contribute additional Crown funding directly to transport projects or programmes to advance or achieve certain outcomes, priorities or objectives outside of the LTMA process.
	Cyclone Gabrielle	Severe Tropical Cyclone Gabrielle was a severe tropical cyclone that devastated parts of the North Island of New Zealand in February 2023. It is the costliest tropical cyclone on record in the Southern Hemisphere.

Acronym	Term	Explanation
DOC	Department of Conservation	DOC is responsible for more than 1800kms of roading. This includes approximately 1100kms of public roads and another 700kms of restricted access roads. They enable public access to public conservation land, and allow DOC rangers and contractors to carry out their work.
	End-of-life (bridge, culvert)	An end-of-life bridge isn't one that's about to fall into the river. It's a bridge where the cost of maintaining it is uneconomic, or where it needs restrictions (such as a lower speed limit or weight limit) to make it safe to drive on.
	Fast-track Approvals Bill	The bill proposes establishing a permanent fast-track approvals regime for projects of national and regional significance. It was introduced to Parliament in March 2024.
GPS	Government Policy Statement on land transport	The Government Policy Statement on land transport (GPS) sets the government's priorities for land transport investment over the next 10-year period. It also sets out how money from the National Land Transport Fund (NLTF) is spent on activities such as public transport, state highway improvements, local roads, and road safety.
	Greenfield land	previously undeveloped land in an urban or rural area.
GDP	Gross Domestic Product	The most common measure for the size of an economy. It measures the value of total final output of goods and services produced by that economy in a certain period of time.
HPMV	High productivity motor vehicles	Trucks that can operate above the current 44 tonne weight limit under permit.
	Incidents and emergency events	These are unplanned events such as crashes/breakdowns or weather (flooding, snow) or seismic events (earthquake, landslide) affecting the land transport network.
	Investigation	Doing an investigation before starting work on a project ensures we have the right design, budget, resource and materials.
IPM	Investment Prioritisation Method	The tool used to prioritise activities for the 2024-27 National Land Transport Programme in support of government's priorities and commitments as outlined in the Government Policy Statement on land transport.
	Key routes	Routes providing access to a high concentration of businesses/industry, areas of employment, economic growth. Routes that transport high freight volumes.
LMTA	Land Transport Management Act 2003	The main act governing the land transport planning and funding system.
	Land transport revenue	Revenue paid into the National Land Transport Fund under the LTMA 2003.
	Land Transport Revenue Review	The Ministry of Transport, Treasury and NZTA are reviewing how we pay for our transport system, as the way New Zealanders travel has changed. This is a long term piece of work.
	Like-for-like replacement	The replacement structure uses new materials and modern building standards but remains the same to use. For example if it was a single lane bridge with a footpath, those features will be retained, but a wooden deck may be replaced with concrete.

Acronym	Term	Explanation
	Local authority	Local government in New Zealand is currently comprised of 11 regional councils and 67 territorial authorities (of which 6 are unitary authorities, 13 are city councils, and 53 are district councils). These are collectively referred to as 'local authorities'.
	Local government	Looks after the interests and needs of specific communities of our region, cities and district areas.
	Local road	Defined in the LTMA 2003 as a road (other than a state highway) in a district that is under the control of a territorial authority.
	Local share	The contribution that communities make (through local government) towards transport projects that have shared national and local benefits.
	Maintenance	Care and upkeep of infrastructure so that it can deliver a defined level of service, while leaving the fundamental structure of the existing infrastructure intact.
MoT	Ministry of Transport (the Ministry)	The government's principal transport policy adviser that leads and generates policy, and helps to set the vision and strategic direction for the future of transport in New Zealand.
	Motor vehicle registration and licensing fees	Motor vehicles pay a registration fee when first registered to enter the fleet, and an annual licence fee to legally operate on the road network. Motor vehicle registration and licensing fees are defined as land transport revenue. The fees are intended to contribute to the maintenance of the Motor Vehicle Register where the details of motor vehicles are recorded.
NZEECS	National Energy Efficiency and Conservation Strategy	The NZEECS sets the overarching policy direction for government support and intervention for promoting energy efficiency, energy conservation and the use of renewable sources of energy.
NLTF	National Land Transport Fund	'The National Land Transport Fund (NLTF) is made up of revenue collected from: fuel excise duty road user charges vehicle and driver registration and licensing state highway property disposal and leasing road tolling. By law, NLTF money has to be invested in land transport. The amount of funds in the NLTF can vary from year-to-year depending on the economy, petrol prices and government decisions on transport related levies and charges.'
NLTP	National Land Transport Programme	A programme, prepared by NZTA, that sets out the land transport activities which are likely to receive funding from the National Land Transport Fund. The NLTP is a three-yearly programme of investment in land transport infrastructure and services from the NLTF.
NTS	National Ticketing Solution	Will enable public transport users to pay for travel using a debit or credit card or a Motu Move card wherever they are in New Zealand. The NTS will roll out throughout New Zealand during the 2024-27 NLTP.
NDA	Nationally delivered activities	NZTA deliver a range of non-state highway activities as part of the National Land Transport Programme. These activities support sector innovation, improve value and efficiencies and are aligned with GPS outcomes. Examples include national road safety education and advertising, research programmes and the national ticketing system.

Acronym	Term	Explanation
	Network optimisation	Aims to make better use of existing networks and services towards a outcome or impact and may require relatively small improvements to achieve this.
	Network resilience	Building land transport routes that are not as affected by the weather or other events either because they have been built to withstand them, or there are alternative routes that are suitable for all vehicles.
NZGTTM	New Zealand guide to temporary traffic management	A risk based approach to traffic management around work sites or sites affected by weather, crashes or other events.
NZTA	NZ Transport Agency	The government agency with statutory functions to manage the funding of the land transport system and manage the state highway system.
	Public transport	Passenger transport infrastructure and services contracted by local and central government which may include shared on-demand services identified in Regional Public Transport Plans as integral to the public transport network.
RNIP	Rail Network Investment Programme	A 10-year plan of projects, guided by the New Zealand Rail Plan, to achieve a reliable, resilient, and safe rail network. The programme is written by KiwiRail and approved by the Minister of Transport with guidance from NZTA.
	Rail Plan - New Zealand Rail Plan	The NZ Rail Plan outlines a 10-year vision to support increased investment and resilience in New Zealand's rail network. The Rail Plan aims to enable investment in the national rail network to restore rail freight and provide a platform for future investment for growth and to support metropolitan rail growth and productivity in our largest cities.
	Regional authority	Any regional council or unitary authority, or a territorial authority that formally has had some of the powers and functions of a regional council transferred to it. Auckland Transport is included in this definition.
RLTP	Regional Land Transport Plans	'These set out a region's land transport objectives, policies, and measures for at least 10 financial years, as required under section 16 of the Land Transport Management Act 2003. They are prepared by Regional Transport Committees, or Auckland Transport in the case of Auckland, every six years. Activities must be included in an RLTP to be considered for inclusion in the National Land Transport Programme.'
RTC	Regional Transport Committees	Regional councils and unitary authorities establish and appoint members of regional transport committees. They prepare Regional Land Transport Plans and provide advice as requested by the regional council.
	Rehabilitating roads (Rehabs)	When we remove the surface of the road, then dig out the base layers underneath and replace, before resealing the road..
RMA	Resource Management Act 1991	
RCA	Road controlling authorities	Authorities and agencies that have control of the roads, including NZTA, territorial authorities, Auckland Transport, the Waitangi Trust, and the Department of Conservation.
	road corridor	The area from the private property boundary on one side of road to the property boundary on the other. This includes any grass verge (berm), footpath and the road.

Acronym	Term	Explanation
REG	Road Efficiency Group	Established in 2012, the Road Efficiency Group Te Ringa Maimoa (REG) is a collaborative partnership between NZTA, Local Government NZ and all RCAs. REG's programmes are developed 'for the sector, by the sector' to help RCAs become better providers of roads and services. As directed by the GPS 2024-27, REG will ensure that all investment in maintaining and improving resilience on the state highway, local and rural road network is spent in the most efficient manner.
RPIP	Road Policing Investment Programme	Activities invested in through the Road Policing Programme which is prepared by NZTA and NZ Police, approved by the Minister of Transport in consultation with the Minister of Police, and delivered by NZ Police. Replaces the Road Safety Partnership Programme.
RUC	Road user charges	Charges on diesel and heavy vehicles paid to the government and used to fund land transport activity.
RoNS	Roads of National Significance	Strategic corridors that will support economic growth by enabling new housing areas for population growth and key links to export markets. They'll also improve safety, help to get goods to market more efficiently and effectively, and will build greater resilience into the roading network.
RoRS	Roads of Regional Significance	A package of transport projects that represent the most essential corridors at a regional level. Once completed, they will also support economic growth and productivity.
	Safety camera	Previously called speed cameras these static or mobile cameras use radar and laser devices to check the speeds of vehicles. International research shows that cameras change driver behaviour and have a positive road safety impact.
SHIP	State Highway Investment Proposal	Outlines the work needed to maintain, operate, renew, and improve the state highway network to make it safer, efficient, more resilient and protect future routes. It takes a 10-year view with a focus on the first 3 years.
	State highways	A road designated by NZTA, as defined by the LTMA 2003.
	Structural pavement	Road surfaces that are built to be super strong. They can take heavier loads, will last longer and require reduced maintenance. However they are also very expensive.
TTM	Temporary traffic management	Is used to protect workers and public from hazards caused by work sites, or in emergencies. Cones, temporary speed limits and detours are all examples.
	Territorial authority	A city council or a district council. Does not include regional councils.
	Time of use charging	Charging people for taking their vehicle onto the busiest streets at the busiest times.
TREC	Transport Rebuild East Coast	TREC - the alliance overseeing the recovery and ongoing maintenance of the state highway and rail networks across the East Coast of the North Island following weather events in the 2020s. It's a partnership between NZTA, KiwiRail, Downer, Fulton Hogan and Higgins.
	Unitary authority	A territorial authority carrying out the additional functions of a regional council.
	Waitangi Trust Board	Manage the Waitangi Treaty Grounds and the wider estate, including the roads.



Regional and activity tables

Lists by region and organisation, or activity class and organisation. Includes Waka Kotahi NZ Transport Agency nationally delivered activities, the approved and potential National Land Transport Fund (NLTF) investment in programmes and projects. The current version is updated daily.

Last Updated: 3 Sep 2024 1:09 am | [Download PDF \(https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2024-27-nltp/nltp-funding/regional-and-activity-tables/?group=region&state=current&dataType=NLTF&r%5B22%5D=1&o%5B142%5D=1&a=1&format=pdf\)](https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2024-27-nltp/nltp-funding/regional-and-activity-tables/?group=region&state=current&dataType=NLTF&r%5B22%5D=1&o%5B142%5D=1&a=1&format=pdf)

	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2024/25 NLTF (\$000)	2025/26 NLTF (\$000)	2026/27 NLTF (\$000)	Funding priority	Funding source
Bay of Plenty › Tauranga City Council › Public transport infrastructure											
CBD PT HUB (LONG-TERM) SSBC	Single-Stage Business Case		MLL	561	51	600.0	47.5	0.0	0.0	Approved	N
Low cost / low risk improvements 2024-27	Public transport infrastructure			532	51	3,426.5	1,747.5	0.0	0.0	Approved	N
Public Transport Priority for Key Routes (Cameron Rd MM S1)	Detailed Business Case		VHHL	531	51	500.0	37.3	0.0	0.0	Approved	N
Tauranga Eastern Corridor Growth - Te Tumu Internal Infrastr	Single-Stage Business Case		MML	531	51	880.9	42.8	0.0	0.0	Approved	N
Subtotal for Bay of Plenty › Tauranga City Council › Public transport infrastructure › Approved						5,407.4	1,875.1	0.0	0.0		
Total for Bay of Plenty › Tauranga City Council › Public transport infrastructure						5,407.4	1,875.1	0.0	0.0		
Bay of Plenty › Tauranga City Council › Walking and cycling improvements											
Domain Road upgrade	Construction		H	452	51	9,788.5	3,505.9	0.0	0.0	Approved	N
Low cost / low risk improvements 2024-27	Walking and cycling improvements			341	51	1,789.3	912.6	0.0	0.0	Approved	N
Maintenance Operations and Renewals Programme 2024-27	Local Roads - Work category 124			124	51	220.2	36.8	37.4	38.1	Approved	N
Maintenance Operations and Renewals Programme 2024-27	Local Roads - Work category 125			125	51	720.0	120.2	122.4	124.6	Approved	N
Maintenance Operations and Renewals Programme 2024-27	Local Roads - Work category 224			224	51	263.9	44.1	44.9	45.7	Approved	N
Maintenance Operations and Renewals Programme 2024-27	Local Roads - Work category 225			225	51	1,440.0	240.4	244.8	249.2	Approved	N
Maunganui Road Walking and Cycling improvements	Construction		H	452	51	16,099.1	956.6	0.0	0.0	Approved	N
Subtotal for Bay of Plenty › Tauranga City Council › Walking and cycling improvements › Approved						30,321.0	5,816.6	449.5	457.6		
Total for Bay of Plenty › Tauranga City Council › Walking and cycling improvements						30,321.0	5,816.6	449.5	457.6		
Bay of Plenty › Tauranga City Council › Local road improvements											
Hewletts Rd sub area accessibility improvements	Single-Stage Business Case		VHMYL	324	51	1,000.0	240.7	0.0	0.0	Approved	N
Low cost / low risk improvements 2024-27	Local road improvements			341	51	8,106.8	3,879.4	0.0	255.0	Approved	N
Maintenance Operations and Renewals Programme 2024-27	Local Roads - Work category 216			216	51	843.0	140.7	143.3	145.9	Approved	N
Streetlighting upgrade to LED	Implementation		M_H	324	51	1,458.8	549.4	0.0	0.0	Approved	N
Western Corridor Growth Management - Tauriko West DBC	Detailed Business Case		VHHL	323	51	683.1	121.1	0.0	0.0	Approved	N

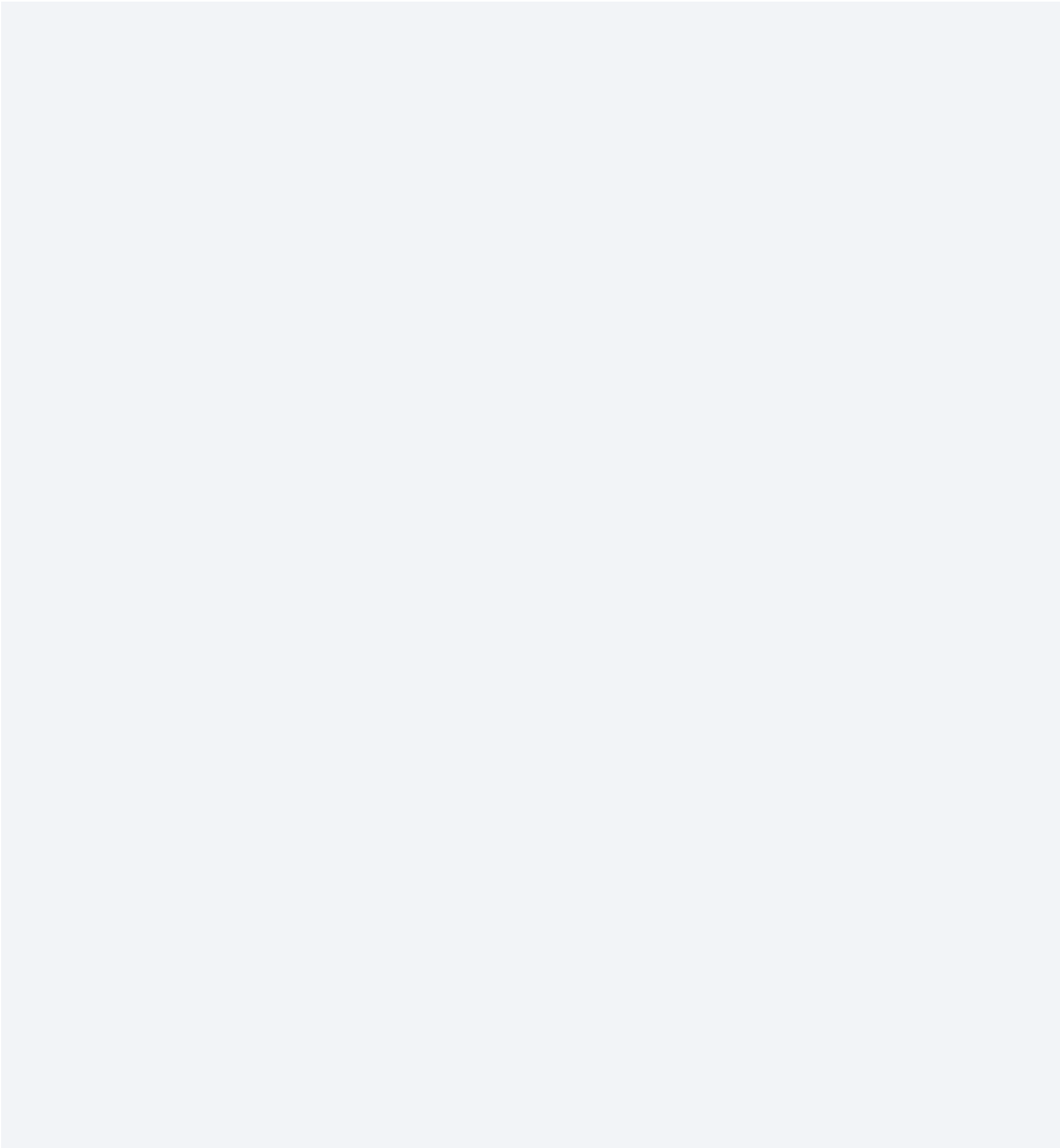
	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2024/25 NLTF (\$000)	2025/26 NLTF (\$000)	2026/27 NLTF (\$000)	Funding priority	Funding source
Western Corridor Growth Management - Tauriko West DBC	Implementation		VHHL	324	51	115,687.2	20,238.6	16,459.4	22,074.9	Approved	N
Western Corridor Growth Management - Tauriko West DBC	Property		VHHL	324	51	43,163.4	13,236.2	0.0	0.0	Approved	N
Western Corridor Growth Management - Tauriko West DBC	Pre-implementation*		VHHL	324	51	18,488.3	293.0	301.8	310.8	Approved	N
Western Corridor Ring Route (SH29-SH36 & Keenan UGA)	Single-Stage Business Case		MLL	323	51	750.0	61.3	0.0	0.0	Approved	N
Subtotal for Bay of Plenty › Tauranga City Council › Local road improvements › Approved						190,180.6	38,760.4	16,904.5	22,786.6		
Connecting the people. Fifteenth Avenue to Welcome Bay	Pre-implementation*	6	HML	324	51	10,281.1	1,182.5	4,060.9	0.0	Probable	N
Connecting the people. Fifteenth Avenue to Welcome Bay	Implementation	6	HML	324	51	79,706.4	0.0	7,560.5	19,999.5	Probable	N
Subtotal for Bay of Plenty › Tauranga City Council › Local road improvements › Probable						89,987.5	1,182.5	11,621.4	19,999.5		
Total for Bay of Plenty › Tauranga City Council › Local road improvements						280,168.1	39,942.9	28,525.9	42,786.1		
Bay of Plenty › Tauranga City Council › Local road pothole prevention											
2024/25 Interim funding	Implementation		LLL	111	51	4,324.9	2,205.7	0.0	0.0	Approved	N
Subtotal for Bay of Plenty › Tauranga City Council › Local road pothole prevention › Approved						4,324.9	2,205.7	0.0	0.0		
Total for Bay of Plenty › Tauranga City Council › Local road pothole prevention						4,324.9	2,205.7	0.0	0.0		
Bay of Plenty › Tauranga City Council › Local road operations											
2024/25 Interim funding	Implementation		LLL	151	51	3,248.5	1,656.7	0.0	0.0	Approved	N
EW - Cambridge Road Underslip May 2023	Construction		MLL	141	51	1,700.0	261.3	0.0	0.0	Approved	N
Subtotal for Bay of Plenty › Tauranga City Council › Local road operations › Approved						4,948.5	1,918.0	0.0	0.0		
Total for Bay of Plenty › Tauranga City Council › Local road operations						4,948.5	1,918.0	0.0	0.0		
Bay of Plenty › Tauranga City Council › Local road pothole prevention											
Maintenance Operations and Renewals Programme 2024-27	Local Roads - Work category 111		MLL	111	51	25,457.9	4,249.9	4,327.8	4,405.7	Approved	N
Maintenance Operations and Renewals Programme 2024-27	Local Roads - Work category 113		MLL	113	51	4,196.3	700.5	713.4	726.2	Approved	N
Maintenance Operations and Renewals Programme 2024-27	Local Roads - Work category 212		MLL	212	51	23,760.7	3,966.6	4,039.3	4,112.0	Approved	N
Maintenance Operations and Renewals Programme 2024-27	Local Roads - Work category 213		MLL	213	51	2,099.4	350.5	356.9	363.3	Approved	N
Maintenance Operations and Renewals Programme 2024-27	Local Roads - Work category 214		MLL	214	51	23,760.7	3,966.6	4,039.3	4,112.0	Approved	N
Subtotal for Bay of Plenty › Tauranga City Council › Local road pothole prevention › Approved						79,275.0	13,234.1	13,476.7	13,719.2		
Total for Bay of Plenty › Tauranga City Council › Local road pothole prevention						79,275.0	13,234.1	13,476.7	13,719.2		
Bay of Plenty › Tauranga City Council › Local road operations											
Maintenance Operations and Renewals Programme 2024-27	Local Roads - Work category 114		MLL	114	51	1,379.0	230.2	234.4	238.6	Approved	N
Maintenance Operations and Renewals Programme 2024-27	Local Roads - Work category 121		MLL	121	51	2,895.0	483.3	492.1	501.0	Approved	N

	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2024/25 NLTF (\$000)	2025/26 NLTF (\$000)	2026/27 NLTF (\$000)	Funding priority	Funding source
Maintenance Operations and Renewals Programme 2024-27	Local Roads - Work category 122			122	51	7,720.0	1,288.8	1,312.4	1,336.0	Approved	N
Maintenance Operations and Renewals Programme 2024-27	Local Roads - Work category 123			123	51	1,326.9	221.5	225.6	229.6	Approved	N
Maintenance Operations and Renewals Programme 2024-27	Local Roads - Work category 151			151	51	33,774.8	5,638.4	5,741.7	5,845.1	Approved	N
Maintenance Operations and Renewals Programme 2024-27	Local Roads - Work category 215			215	51	3,860.0	644.4	656.2	668.0	Approved	N
Maintenance Operations and Renewals Programme 2024-27	Local Roads - Work category 222			222	51	8,588.4	1,433.8	1,460.0	1,486.3	Approved	N
Subtotal for Bay of Plenty › Tauranga City Council › Local road operations › Approved						59,544.1	9,940.4	10,122.4	10,304.6		
Total for Bay of Plenty › Tauranga City Council › Local road operations						59,544.1	9,940.4	10,122.4	10,304.6		
Bay of Plenty › Tauranga City Council › Investment management (incl. Transport Planning)											
Tauranga Transport Model	Programme business case		V	2	51	1,615.3	31.8	0.0	0.0	Approved	N
UFTI MONITORING FRAMEWORK	Implementation		HHL	3	51	96.1	8.3	0.0	0.0	Approved	N
Subtotal for Bay of Plenty › Tauranga City Council › Investment management (incl. Transport Planning) › Approved						1,711.4	40.1	0.0	0.0		
Tauranga Transport Model	Programme business case	30	V	2	51	2,556.8	422.3	434.9	446.8	Probable	N
TSP Programme Management	Programme business case	50	HHL	4	51	1,937.4	329.4	329.4	329.4	Probable	N
UFTI MONITORING FRAMEWORK	Implementation	51	HHL	3	51	150.0	25.5	25.5	25.5	Probable	N
Subtotal for Bay of Plenty › Tauranga City Council › Investment management (incl. Transport Planning) › Probable						4,644.2	777.2	789.8	801.7		
Total for Bay of Plenty › Tauranga City Council › Investment management (incl. Transport Planning)						6,355.6	817.3	789.8	801.7		
Bay of Plenty › Tauranga City Council › Safety											
Road Safety Promotion 2024-27	Implementation			432	51	1,092.0	185.6	185.6	185.6	Approved	N
Subtotal for Bay of Plenty › Tauranga City Council › Safety › Approved						1,092.0	185.6	185.6	185.6		
Total for Bay of Plenty › Tauranga City Council › Safety						1,092.0	185.6	185.6	185.6		
Bay of Plenty › Tauranga City Council › External funding											
EW - Tauranga CC January/February 2023 Events	Construction			141	91	1,300.0	154.7	0.0	0.0	Approved	N
Subtotal for Bay of Plenty › Tauranga City Council › External funding › Approved						1,300.0	154.7	0.0	0.0		
Total for Bay of Plenty › Tauranga City Council › External funding						1,300.0	154.7	0.0	0.0		
Bay of Plenty › Tauranga City Council › Debt Funding											
Eastern Corridor Growth Projects (HIF)	Pre-implementation*		HHL	323	51	5,981.9	29.3	0.0	0.0	Approved	N
Eastern Corridor Growth Projects (HIF)	Construction		HHL	323	51	110,606.0	19,365.8	19,025.6	2,417.7	Approved	N
Subtotal for Bay of Plenty › Tauranga City Council › Debt Funding › Approved						116,587.9	19,395.1	19,025.6	2,417.7		
Total for Bay of Plenty › Tauranga City Council › Debt Funding						116,587.9	19,395.1	19,025.6	2,417.7		

Last Updated: 3 Sep 2024 1:09 am | | [Download PDF \(https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2024-27-nltp/nltp-funding/regional-and-activity-tables/?group=region&state=current&dataType=NLTF&r%5B22%5D=1&o%5B142%5D=1&a=1&format=pdf\)](https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2024-27-nltp/nltp-funding/regional-and-activity-tables/?group=region&state=current&dataType=NLTF&r%5B22%5D=1&o%5B142%5D=1&a=1&format=pdf) | [Top](#) ^

Key

RP*	Regional priority
WC*	Work category
FAR*	Funding Assistance Rate (for Transition Rail please refer to the Planning & Investment Knowledge Base)



TCC NLTP 2024-27 Project Detail by Funding Priority

Committed		
Project Name	Total Cost 2024-27 (\$)	NLTF Share 2024-27 (\$)
Eastern Corridor Growth Projects (HIF)	80,075,102	40,838,302
Hewletts Rd sub area accessibility improvements	471,967	240,703
Maunganui Road Walking and Cycling improvements	1,875,673	956,593
Tauranga Transport Model	62,313	31,780
UFTI MONITORING FRAMEWORK	16,278	8,302
Western Corridor Growth Management - Tauriko West DBC	143,207,485	73,035,817
Western Corridor Ring Route (SH29-SH36 & Keenan UGA)	120,132	61,267
Total Committed	225,828,950	115,172,764
Approved		
Project Name	Total Cost 2024-27 (\$)	NLTF Share 2024-27 (\$)
Low cost / low risk improvements 2024-27	13,322,613	6,794,533
Maintenance, Operations and Renewals Programme 2024-27	142,305,997	72,576,057
Road Safety Promotion 2024-27	1,092,000	556,920
Total Approved	156,720,610	79,927,510
To be surplused		
Project Name	Total Cost 2024-27 (\$)	NLTF Share 2024-27 (\$)
CBD PT HUB (LONG-TERM) SSBC	93,067	47,464
Domain Road upgrade	6,874,357	3,505,922
EW - Cambridge Road Underslip May 2023	512,351	261,299
EW - Tauranga CC January/February 2023 Events	170,033	154,730
Public Transport Priority for Key Routes (Cameron Rd MM S1)	73,063	37,262
Streetlighting upgrade to LED	1,077,256	549,401
Tauranga Eastern Corridor Growth - Te Tumu Internal Infrastructure	83,846	42,761
Total to be surplused	8,883,973	4,598,839
Probable		
Project Name	Total Cost 2024-27 (\$)	NLTF Share 2024-27 (\$)
Connecting the people. Fifteenth Avenue to Welcome Bay	64,320,486	32,803,448
Tauranga Transport Model	2,556,800	1,303,968
TSP Programme Management	1,937,430	988,089
UFTI MONITORING FRAMEWORK	150,000	76,500
Total probable	68,964,716	35,172,005
Not included		
Project Name	Total Cost 2024-27 (\$)	NLTF Share 2024-27 (\$)
Belk Road Improvements	1,382,423	0
Brookfield Road network improvements to support OSP outcomes	286,228	0
Cameron Rd Multi-Modal Stage 2 (17th Ave to Barks Corner)	81,175,010	0
CBD PT HUB (LONG-TERM) SSBC	11,280,140	0
Chapel Street Bridge resilience works	786,725	0
End of Trip Facilities and Bike Parking in the City Centre	2,753,833	0
Grenada Street Cycleway	219,000	0
Grey St Cycle Provision	1,730,000	0
Hewletts Rd sub area accessibility improvements	17,504,692	0
Low Cost Low Risk 2024-27	77,450,924	0
Marshall Ave Footpath upgrade	555,543	0
Park and Ride - Papamoa	2,800,900	0
Primary cycle route Area A (Mount/Papamoa/CBD)	4,601,643	0
Primary cycle route Area B (Otumoetai/Bellevue/Brookfield)	13,800,000	0
Tauranga Eastern Corridor Growth - Te Tumu Internal Infrastr	20,393,505	0
Travel demand management (TDM) and behaviour change	3,589,921	0
Truman Lane Reconstruction	11,204,728	0
TSP028 Bus facility imp Tga Crossing	22,786,196	0
Turret Road Bridge Resilience	4,296,700	0
Waihi Road Bridge Resilience	108,930	0
Western Corridor Ring Route (SH29-SH36 & Keenan UGA)	411,640	0
Willow St Cycle Connection	600,000	0
Total not included	279,718,681	0

TCC NLTP Comparison 2021-24 and 2024-27 - Total by Activity Class

Activity Class	Total Cost for approval 2024-27 (\$m)	NLTF Share 2024-27 (\$m)	Actual total cost for approval 2021-24 (\$m)	Actual NLTF Share 2021-24 (\$m)
Debt Funding	80.08	40.84	41.39	21.11
External Funding	0.17	0.15	3.15	3.05
Investment management (incl. Transport Planning)	4.72	2.41	2.46	1.25
Local road improvements	218.15	111.26	58.95	30.51
Local road operations*	60.06	30.63	81.75	41.69
Local road pothole prevention**	79.27	40.43	0.00	0.00
Public transport infrastructure	3.68	1.88	13.40	6.84
Safety***	1.09	0.56	14.25	7.27
Walking and cycling improvements****	13.18	6.72	32.55	16.61
Total	460.40	234.87	247.90	128.33

Please note:

The numbers in the table show totals for the Funding Priorities: Approved, Committed, Probable (including those amounts to be surplused 2024-27)

The 2021-24 numbers are sourced from NZTA and refer to the the actual values over the 3 year period rather than NLTP 2021 on adoption

*Activity class 'Local Road pothole prevention' was not included as an activity class in NLTP 2021-24

**Safety' categorised as 'Road to Zero' in NLTP 2021-24

***Local Road Operations' categorised as 'Local Road Maintenance' in 2021-24 NLTP

****The 2024-27 Walking and Cycling activity class includes footpath and cycleway maintenance, whereas in 2021-24 this was funded from Local Road Maintenance.