

Public Transport Investment Summary

August 2020

Over the current 2018-21 NLTP period, a record \$3.9 billion is being invested in public transport, which includes \$81 million for rapid transit projects and \$283 million in transitional rail.

This is an increase of \$1.9 billion on the previous three years.

\$2.6 billion is being invested from the National Land Transport Fund (NLTF), supported by co-investment from local government of \$1.2 billion and \$90.7 million of additional Crown funding.

An additional \$100 million-plus funding is being provided for the fare revenue shortfall and direct operating cost increases for public transport services due to the COVID-19 pandemic. The funding has been extended to 31 December 2020 while New Zealand remains on the current COVID-19 recovery path and will be reviewed for the following six months, January to June 2021.

This investment includes:

- supporting the ongoing maintenance and operation of the public transport bus fleet across the country
- expanding public transport networks so more people can connect with each other and access jobs, education, recreational opportunities and essential services
- increasing the frequency of public transport services
- establishing additional bus lanes to improve safety and reduce travel times
- improving the quality and accessibility of infrastructure including bus stops and stations
- upgrading track, overhead line equipment, power supply and tunnels to improve resilience and operational reliability
- supporting the development of a National Ticketing Programme to deliver an integrated ticketing network across New Zealand
- rolling out new Bee Card bus card system across the regions to make it even easier for people to use public transport. This includes Manawatū, Whanganui, Hawke's Bay, Invercargill, Otago, Nelson, Northland, Taranaki and Waikato.
- delivering several new interchanges, bus priority lanes and expanded park-and-ride facilities in Auckland
- investing in the Auckland Manukau Eastern Transport Initiative (AMETI) Eastern Busway improvements
- investing in new electric trains for Auckland to provide for growth and reduce the potential for crowding
- investing in additional rolling stock in Auckland to increase the number and length of trains operating during peak periods
- early investigation work into a third main line to Wiri to improve operational reliability on the southern line and electrification to Pukekohe, to accommodate growth, improve efficiency and reduce greenhouse gas emissions by withdrawing old diesel units. (These projects are now funded through the NZ Upgrade Programme and will be delivered by KiwiRail.)

- progressing business case development for the improvement and removal of level crossings in Auckland to better manage safety risks and reduce road congestion
- upgrading Puhinui train station to a high-quality bus and rail interchange, and improving priority for buses between Auckland Airport and this new interchange and Manukau town centre
- extending Auckland's Northern Busway to the Albany Station and the upgrade of Constellation Station. Progressing to construction the Rosedale Station, located on the section of the Northern Busway between Constellation and Albany Stations
- progressing work on Auckland's North Western Busway and interim public transport stations. Progressing business case development for a future rapid transit corridor to improve access to the growing northwestern suburbs.
- redevelopment and construction of Auckland's new downtown ferry terminal to provide additional berthage, improved safety and customer experience improvements.
- upgrading the Lower Albert Street Bus Interchange to deliver a more effective interchange facility in alignment with the reinstatement of Lower Albert Street following City Rail Link and Precinct Property works in this area
- launching Te Huia, the Hamilton to Auckland passenger rail service, with a potential start date of November 2020
- maintaining the Capital Connection rail service from Palmerston North to Wellington for the remainder of the 2018-2021 NLTP
- renewing large sections of the Wellington to Kapiti, Hutt Valley and Wairarapa passenger rail network nearing the end of their economic life to maintain service levels and improve the safety and resilience of the network
- investigating improvements to the public transport network in Christchurch through three integrated business cases. Known as PT Futures, the business cases will identify improvements to five existing core bus routes, and overall improvements to the network, as well as identify a potential mass rapid transit route and investment triggers.
- replacement of the Christchurch real-time information system to replace obsolete technology and increase bus arrival time accuracy, improving customer experience
- opening new Dunedin central city bus interchange and providing real-time information to provide one convenient central city service point for public transport, making it easier for bus users to transfer between services
- continued public transport improvement funding in Queenstown which has delivered a more direct route structure, a \$2 flat fare, consistent timetables and increased operating hours. Along with improvements to bus stop infrastructure, and parking changes implemented at the same time as the start of the new subsidised public transport network, this tripled patronage compared to the previous unsubsidised service.