

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.

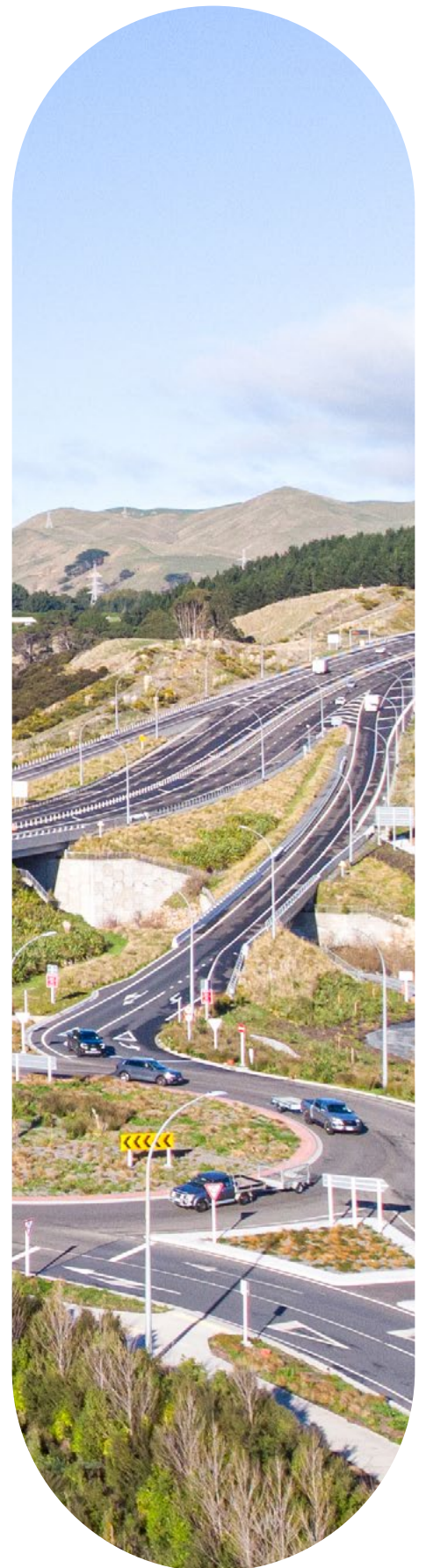
Our focus on improved maintenance will make our network more efficient and reliable. Through better management, we'll extend the life of our assets.

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

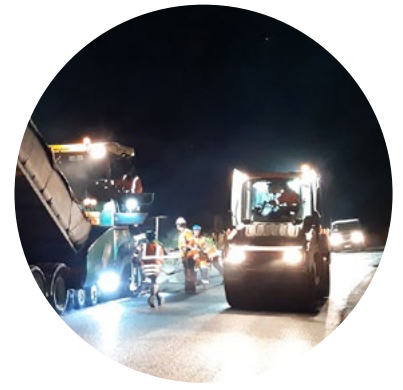
- SH6 Hope Bypass

Canterbury

- SH1 Belfast to Pegasus Motorway and Woodend Bypass

*In pre-implementation and construction, Crown funded.

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

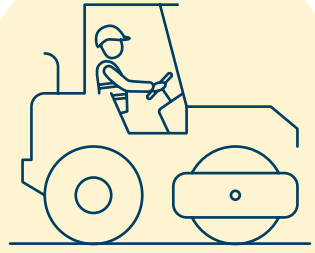
network and provide for new alternative routes, such as the proposed RoNS which build greater resilience into the network.

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.

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.

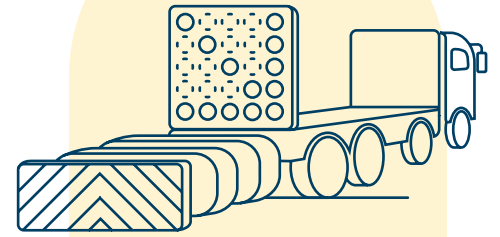
Significant national and regional investment

- 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 AMET1 - 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

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

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.

\$2.25 billion

NLTP 2024-27
forecast
investment²

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 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

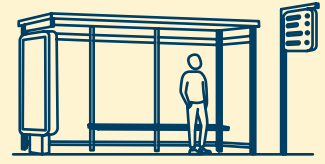
- \$125 million to cover the increase in operational expenditure and revised timetables for City Rail Link and the Papakura to Pukekohe rail line where electric trains will replace diesel trains. These improved rail services are anticipated to significantly lift passenger boardings to levels not yet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

Manawatū 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.

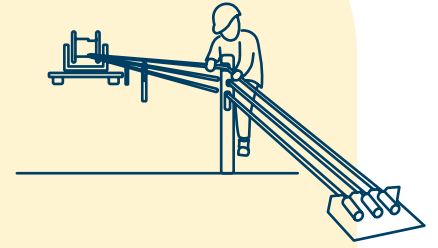
Significant national and regional investment

- 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

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.

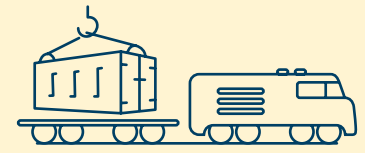
Significant national and regional investment

- 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.

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.

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

³ Excludes Crown appropriation for the North Island weather events.

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 Waitemata 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.

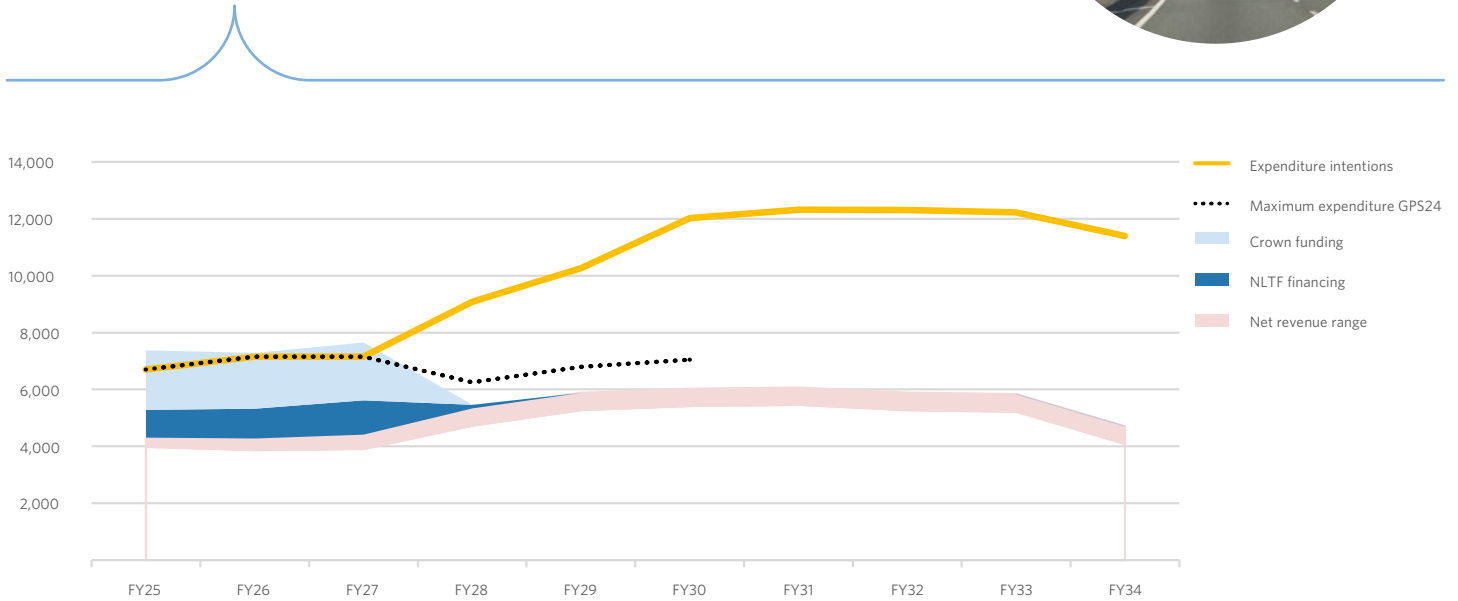
South Island Freight Plan.

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 Waitemata 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:

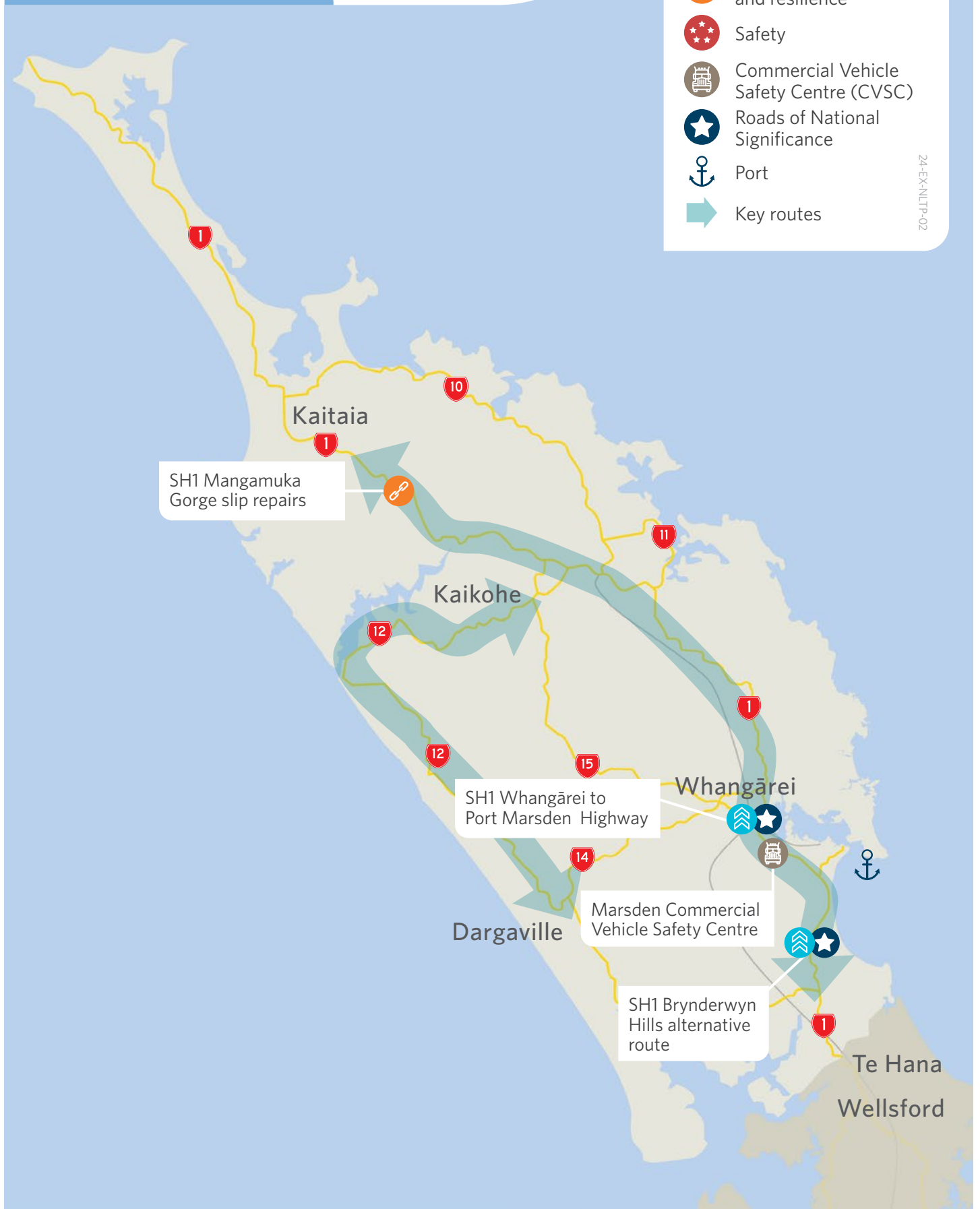
- scoped
- planned
- procured
- undertaken.

Key projects 2024-27

Key

-  Economic growth and productivity
-  Maintenance and resilience
-  Safety
-  Commercial Vehicle Safety Centre (CVSC)
-  Roads of National Significance
-  Port
-  Key routes

24-EX-NLTP-02



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 \$1.34 billion over this NLTP period.

- \$443 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.



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.



Key projects 2024-27



Key

- Economic growth and productivity
- Maintenance and resilience
- Safety
- Commercial Vehicle Safety Centre
- Roads of National Significance
- Roads of Regional Significance
- Airport
- Port
- Key routes

24-EX-NLTP-02

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 tsunamis, 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.

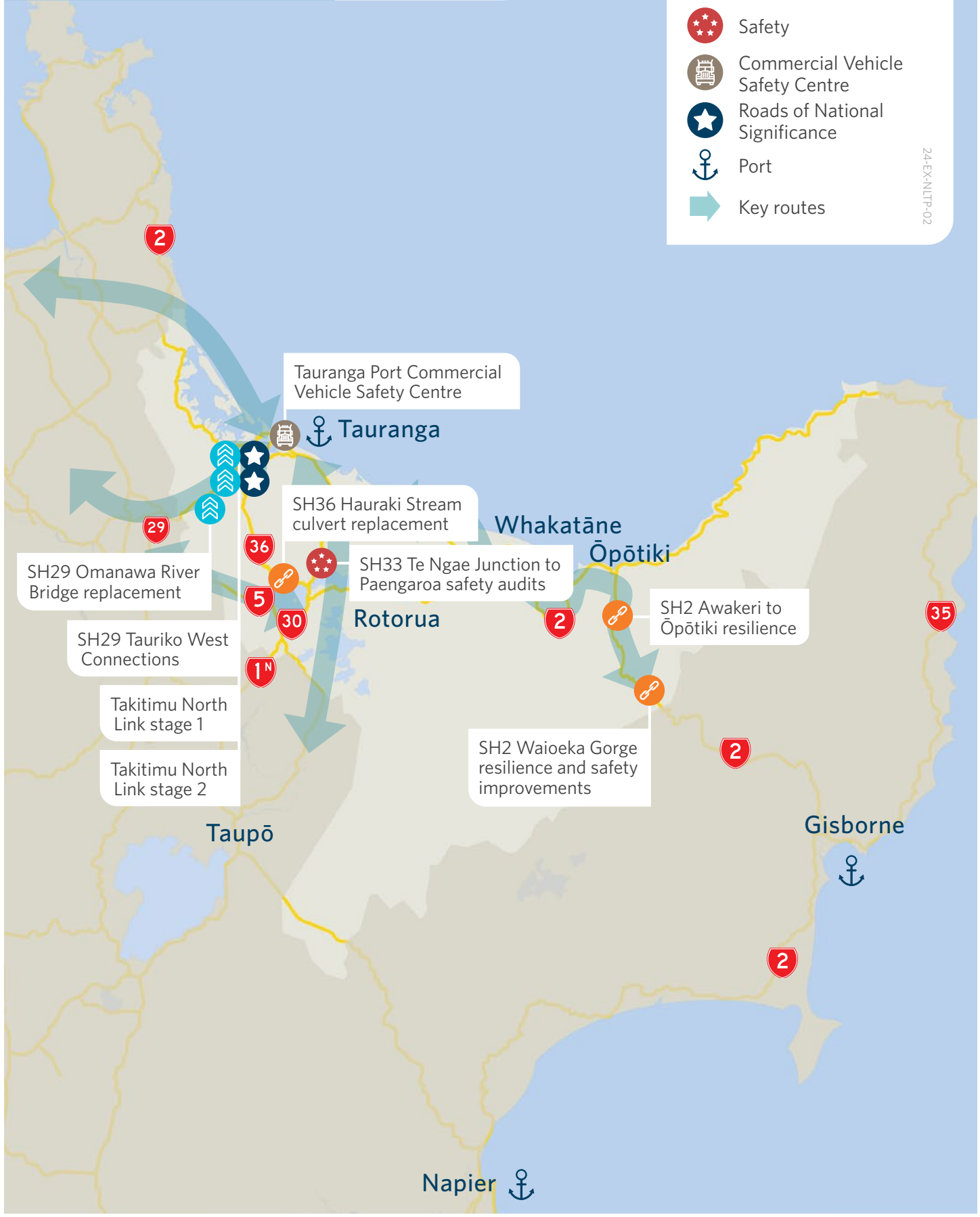
Key projects 2024-27

Key

-  Economic growth and productivity
-  Maintenance and resilience
-  Safety
-  Commercial Vehicle Safety Centre
-  Roads of National Significance
-  Port
-  Key routes



24-EX-NLTP-02



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.

Key projects 2024-27

Key

-  Economic growth and productivity
-  Maintenance and resilience
-  Airport
-  Port
-  Key routes



24-EX-NLTP-02



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** - funding indicated in this NLTP for the realignment of the Gorge for design, consenting and property purchase.

- 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.

Key projects 2024-27



24-EX-NLTP-02

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.

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.

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 Wairarapa 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



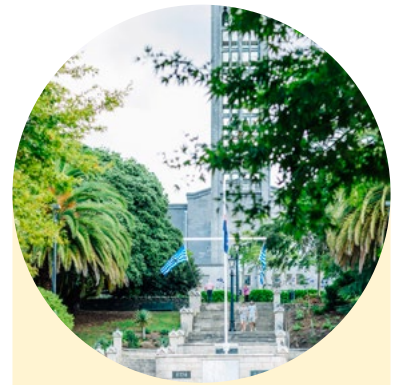
Greater Wellington

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 Dellovs 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 Taihū

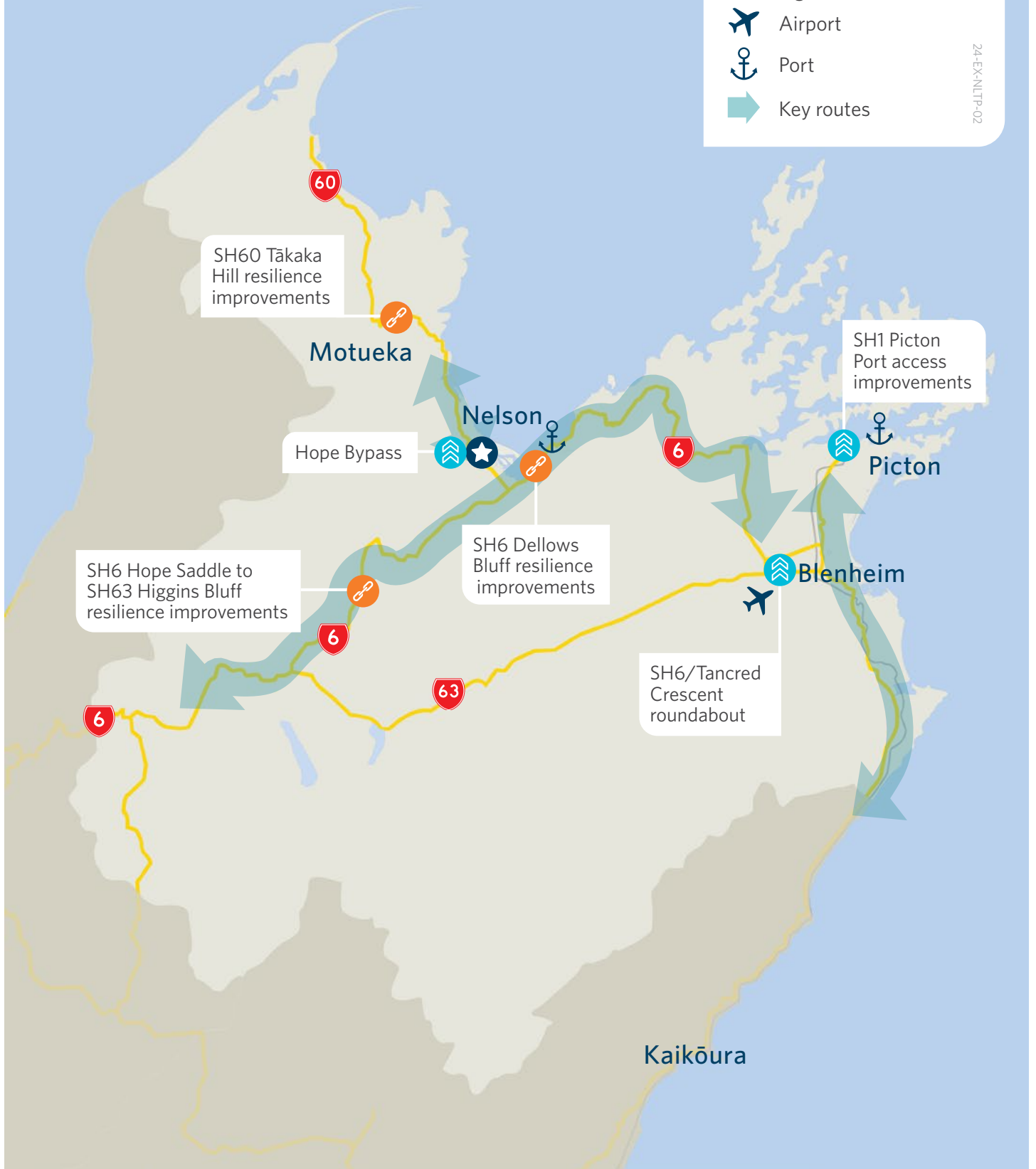
Key projects 2024-27

Key

-  Economic growth and productivity
-  Maintenance and resilience
-  Safety
-  Roads of National Significance
-  Airport
-  Port
-  Key routes



24-EX-NLTP-02



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.

Key projects 2024-27



Key

- Economic growth and productivity
- Maintenance and resilience
- Safety
- Key routes

24-EX-NLTP-02

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, Molloys 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.

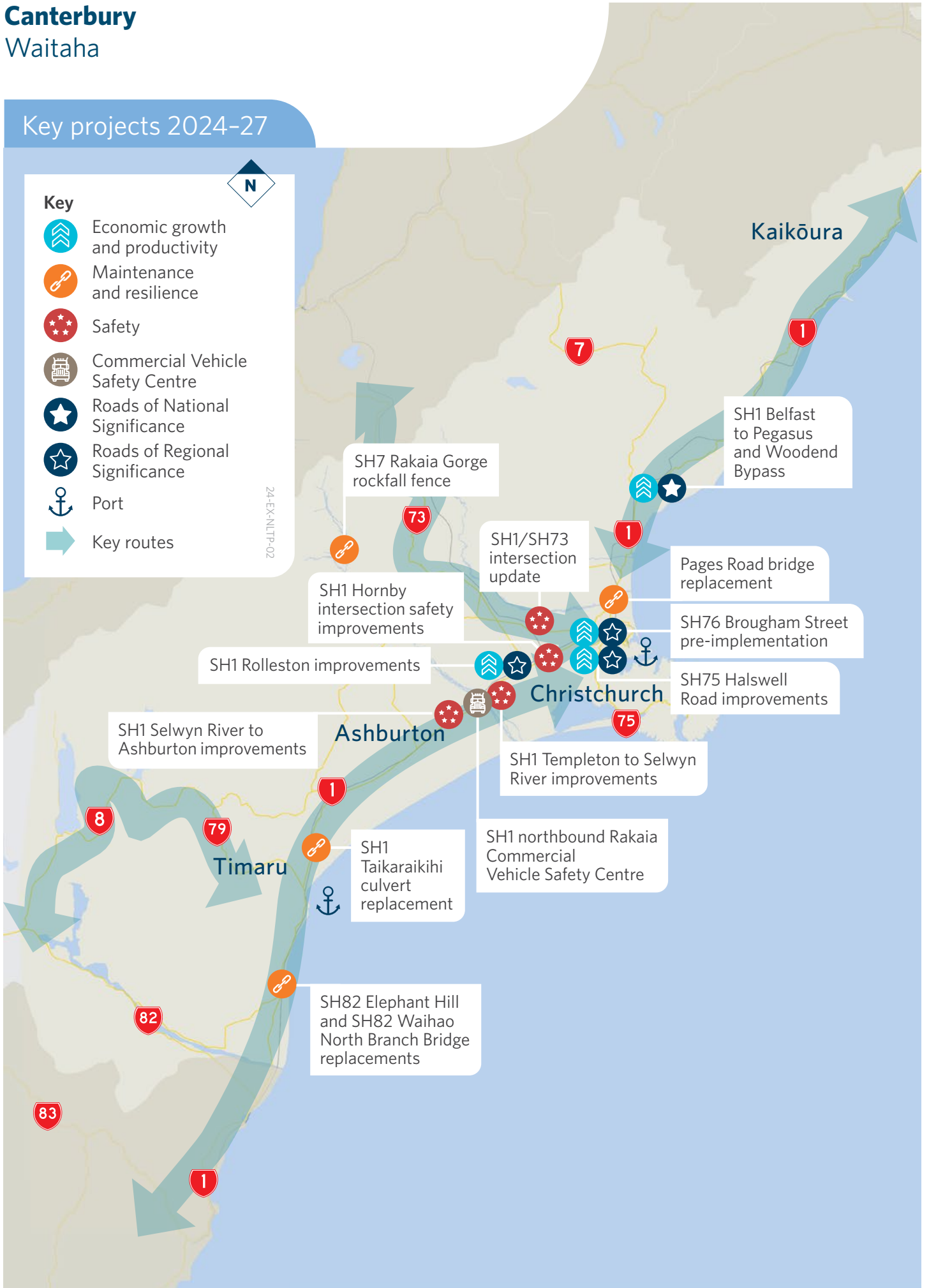
Key projects 2024-27

Key

-  Economic growth and productivity
-  Maintenance and resilience
-  Safety
-  Commercial Vehicle Safety Centre
-  Roads of National Significance
-  Roads of Regional Significance
-  Port
-  Key routes



24-EX-NLTP-02



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.

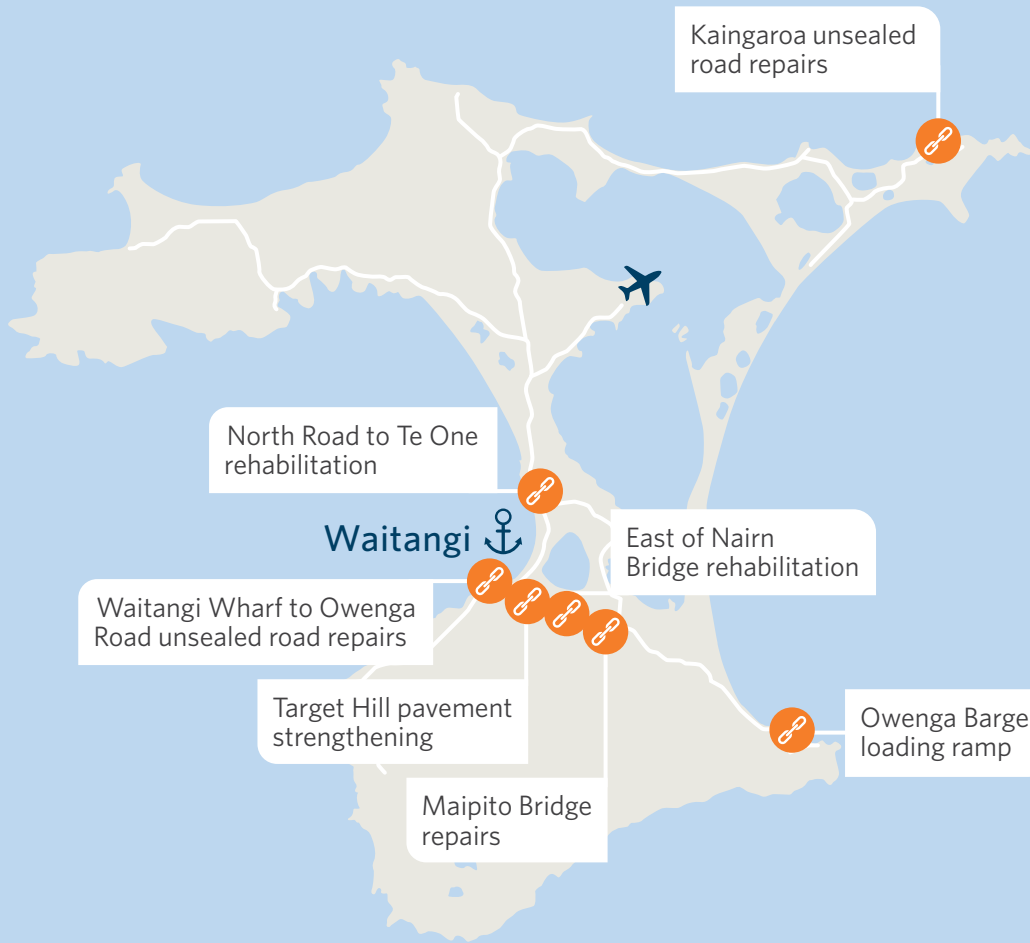
Key projects 2024-27

Key

-  Maintenance and resilience
-  Airport
-  Port
-  Key routes



24-E-X-NLTP-02



Pitt Island / Rangiauria

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.
- 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.
9. NLTP 2024-27 contributes to an **efficient** land transport system by:
 - Prioritising new activities and combinations of activities using an IPM and moderation process that takes account of the efficiency of the investment, and having regard to efficiency in setting the investment ;
- 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.
10. NLTP 2024-27 contributes to a **safe** land transport system by:
 - 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, landslip) 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.