

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