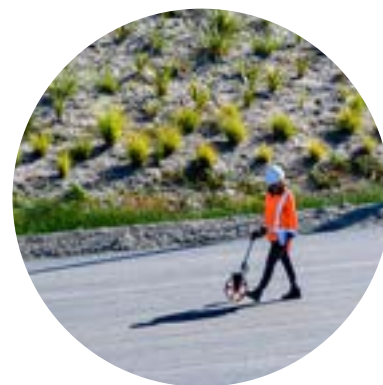


# How we're giving effect to the GPS by activity class



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

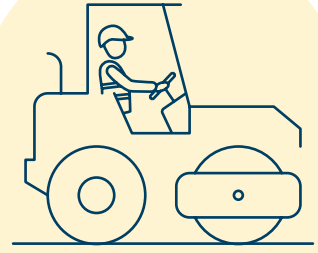
network and provide for new alternative routes, such as the proposed RoNS which build greater resilience into the network.

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

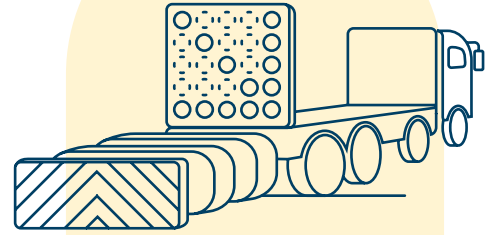
- Areas that will have a significant increase in road rehabilitation work include Northland, Bay of Plenty West, Taranaki and State Highway 1 between Piarere (SH1/SH29) and Waiouru (SH1/SH49).
- We're aiming to complete 4 years' worth of road renewals on SH1 in the Waikato within 18 months.
- In Northland, 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 <sup>1</sup>

- 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.

<sup>1</sup> 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**

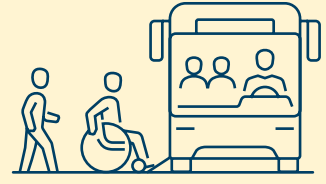
NLTP 2024-27  
forecast  
investment<sup>2</sup>

## 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).

<sup>2</sup> 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

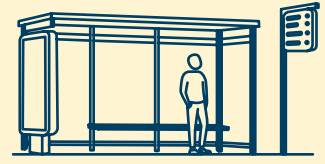
- \$125 million to cover the increase in operational expenditure and revised timetables for City Rail Link and the Papakura to Pukekohe rail line where electric trains will replace diesel trains. These improved rail services are anticipated to significantly lift passenger boardings to levels not yet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

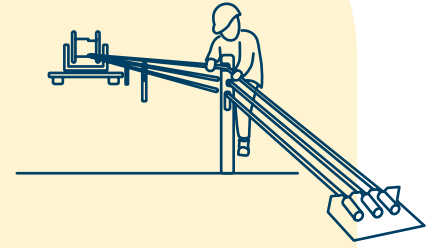
## Significant national and regional investment

- 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.

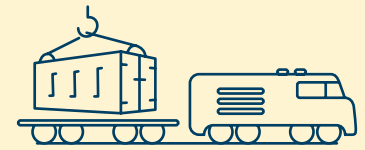
## Significant national and regional investment

- 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.<sup>3</sup>

<sup>3</sup> 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