

# Ngā taipitopito o ngā otinga

Detailed results

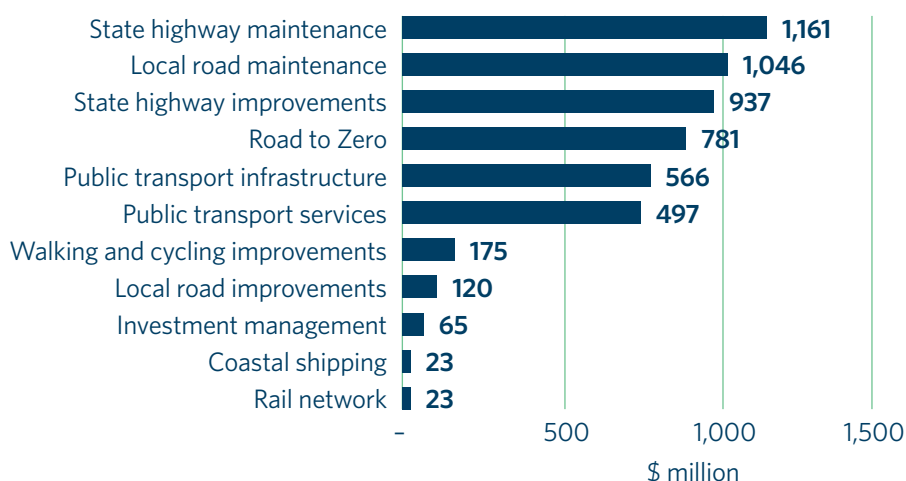


# Delivering on the Government Policy Statement on land transport 2021

The 2021–24 National Land Transport Programme (NLTP) plans to invest \$24.3 billion across the strategic priorities of the Government Policy Statement on land transport 2021 (GPS 2021), including \$15.6 billion from the National Land Transport Fund (NLTF).

At 30 June 2023, \$5.8 billion of the NLTF had been invested in the 2021–24 NLTP. Figure 3 breaks this spend down by activity class. For more detail on how the NLTF was used across activity classes, see *Use of the National Land Transport Fund* on page 248.

**Figure 3 – NLTF investment by activity class**



The following sections describe what the land transport system invested in and delivered to achieve the results and objectives of GPS 2021. These sections include a subset of GPS 2021 measure results. For detailed GPS 2021 reporting see the annual GPS reports produced by Te Manatū Waka the Ministry of Transport.

## Regional summaries

Each year, Waka Kotahi publishes summaries of what's been done in each region over the last 12 months, what's under way or about to start, and the investment across activity classes. Highlights from these summaries have been incorporated into the following sections. For the more detail, see the 2021–24 NLTP regional summaries webpage.<sup>4</sup>

<sup>4</sup> Waka Kotahi (2023) Regional summaries. [www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2021-24-nltp/regional-summaries](http://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2021-24-nltp/regional-summaries)

# Safety

Developing a land transport system where no-one is killed or seriously injured

## GPS 2021 short-term to medium-term results

- Reduce the number of deaths and serious injuries
- Create a safer land transport network

The 2021–24 NLTP plans to invest \$4.9 billion in safety-related benefits over a three-year period. Investment in the safety priority is guided by the government's national road safety strategy Road to Zero. Road to Zero has a vision of an Aotearoa New Zealand where no one is killed or seriously injured in the land transport system, setting a sector target of reducing deaths and serious injuries by 40 percent by 2030 (from the December 2018 baseline).

Over the last year, Waka Kotahi continued to work with New Zealand Police, Te Manatū Waka, our Tiriti o Waitangi partners and local government to implement Road to Zero. How funding to the Road to Zero activity class from the NLTF has been used is described in *Use of the National Land Transport Fund*, page 248. Investment in state highway and local road maintenance and improvements, as well as walking and cycling improvements also contribute toward improving safety, by maintaining and improving the safety of infrastructure across the network.

Waka Kotahi contributes to an annual Road to Zero monitoring report. The 2022 report will be released later this year and be published on Te Manatū Waka website.<sup>5</sup>

Along with direct investment from the NLTF, achieving the target and vision set out by Road to Zero Aotearoa New Zealand requires a fair and firm regulatory system. While the Waka Kotahi role as a regulator is not funded by the NLTF, it cannot create a safe system without it. Waka Kotahi has made significant process in strengthening its regulatory function, described in the Waka Kotahi annual report 2022/23 (see page 57).

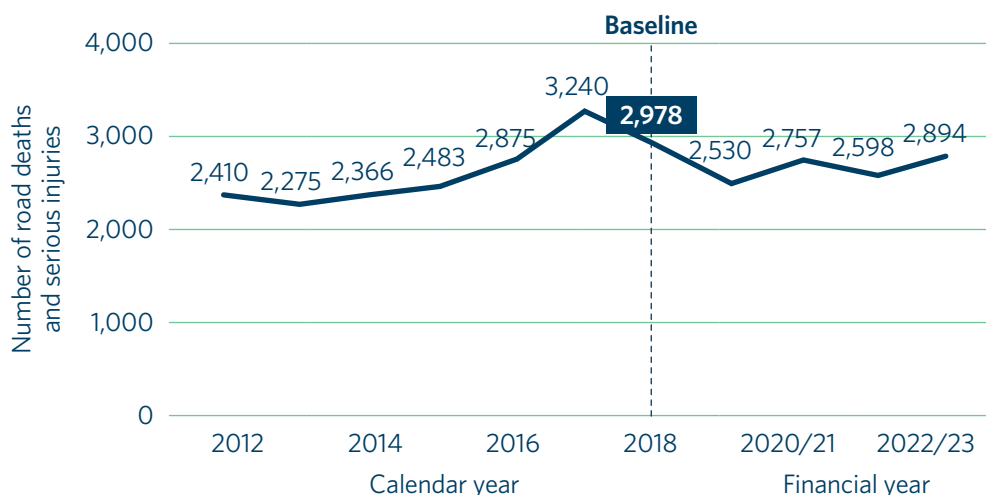
## Progress toward GPS 2021 short to medium-term results

There were 2894 deaths and serious injuries on Aotearoa New Zealand roads over the last year (see figure 4). This number remains unacceptably high.

Despite some improvements, such as a reduction in deaths and serious injuries from crashes involving vehicles with a low safety rating, there were increases in many other areas, including crashes where the speed limit does not align with the safe and appropriate speed. Crash data shows travelling too fast for the conditions is consistently one of the highest contributing factors in fatal and serious injury crashes. The Tackling Unsafe Speeds Programme is improving road safety by establishing a streamlined process for speed management that involves setting safer speeds and implementing more effective speed enforcement.

<sup>4</sup> For the 2021 report, see New Zealand Government (2022) Te Ara Ki Te Ora: Te Rīpoata Aroturuki ā-tau 2021 | Road to Zero Annual Monitoring Report 2021. Wellington: Te Manatū Waka Ministry of Transport, [www.transport.govt.nz/assets/Uploads/Road-to-Zero-Monitoring-Report-2021.pdf](http://www.transport.govt.nz/assets/Uploads/Road-to-Zero-Monitoring-Report-2021.pdf)

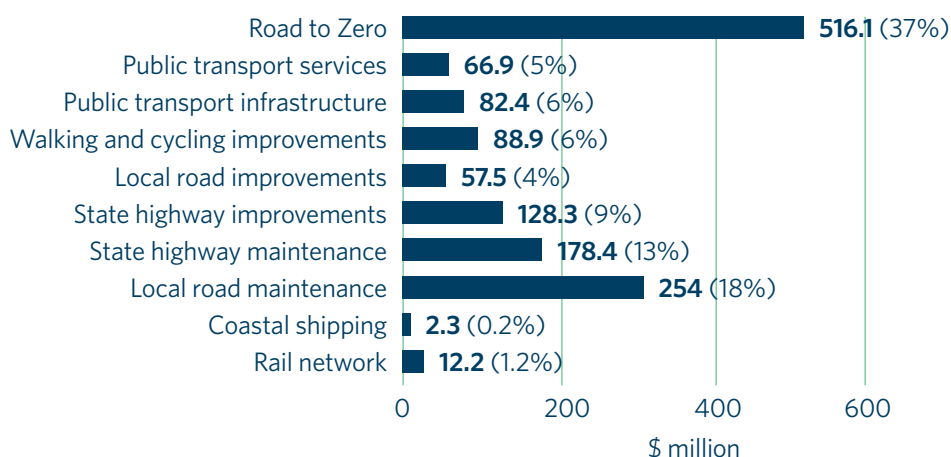
Figure 4 - Deaths and serious injuries, 12-month rolling total, 2012-2023



## Investment in GPS results through the 2021-24 NLTP

### What we invested

**\$1.39 billion** was invested in activities with safety-related benefits in 2022/23, including \$516.1 million in Road to Zero, \$253 million in local road maintenance and \$178.4 million in state highway maintenance.



### What was delivered - highlights from across the motu

- In Northland, **State Highway 1 Whangārei to Wellsford** was made safer near Ruakākā where Waka Kotahi has installed a flexible median barrier from Port Marsden Road (State Highway 15) roundabout to Sanford Road, along with widened centre lines and flexible safety posts along the Waipū section.
- Safer and better connections between Auckland and Northland are now available with the opening of the new **Pūhoi to Warkworth motorway**.
- The **State Highway 2 Bayfair flyover** in Tauranga opened to traffic in April 2023, taking traffic over the Bayfair roundabout and making it safer for everyone by separating local and state highway traffic.
- New safer speed limits now apply to **State Highway 73 and State Highway 75** from Christchurch to Akaroa, making travel on this popular tourist route safer and more enjoyable for everyone.
- Waka Kotahi improved safety on **West Coast bridges**, completing a programme of investment to upgrade guardrails to prevent run-off road crashes that often result in deaths and serious injuries.

## Case study

### Safety cameras

Every year, hundreds of people are killed and thousands more are seriously injured on Aotearoa New Zealand roads.

As part of Road to Zero, the national road safety strategy, Waka Kotahi is working to ensure more people get home safely by installing more and different types of safety cameras. Safety cameras help save lives by encouraging people to slow down and drive safely.

Even a small reduction in speed can mean the difference between death, a life-changing injury, or walking away unharmed from a crash.

New Zealand Police currently operates safety cameras in Aotearoa New Zealand. The new approach to safety cameras includes a significant expansion of the network, focusing on high-risk roads and transferring existing safety cameras and associated operations to Waka Kotahi.

In June 2023, Waka Kotahi installed its first safety camera in Kawakawa, Te Tai Tokerau Northland. The camera is the first new generation Halo safety camera that Waka Kotahi will be rolling out across the motu. It can measure the speed of vehicles (travelling towards or away from the camera), identify which lane vehicles are travelling in, and has automated number plate recognition technology.

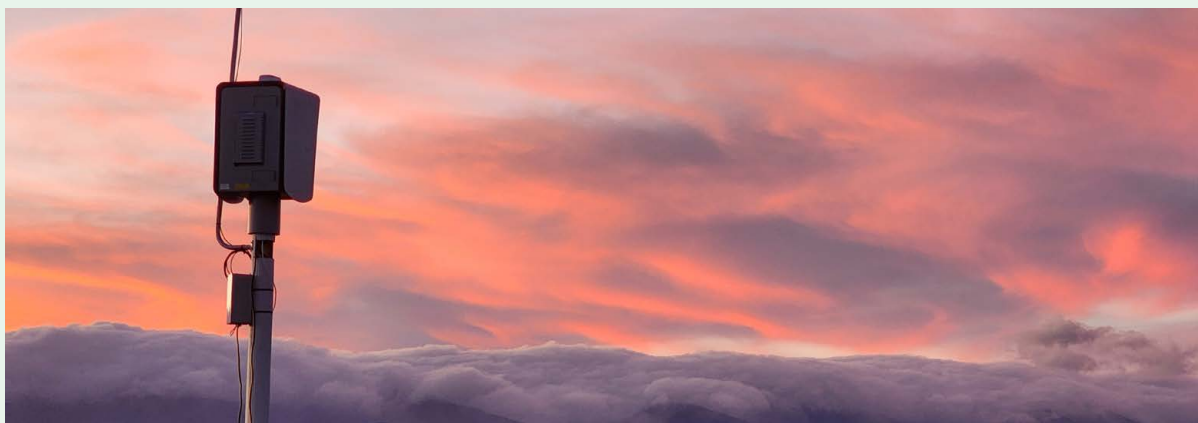
Halo cameras also have the capacity to measure the average speed a vehicle is travelling

between two points. Using average speed (point-to-point) technology requires legislative change. The Land Transport (Road Safety) Amendment Bill is going through the legislative process. If passed into law, Waka Kotahi will be able to use this new functionality. International evidence tells us average speed functionality is more effective at reducing the number of people who die or are seriously injured on roads than the standard static (fixed) speed safety cameras currently used.

Over the coming year, Waka Kotahi will install more safety cameras, some of which will detect vehicles travelling through red lights.

In late 2022 we successfully conducted a trial of safety cameras that could detect mobile phone and seatbelt offences. Te Manatū Waka – Ministry of Transport is exploring options to enable the use of safety cameras to enforce these offences. This is currently not permitted under the Land Transport Act 1998.

In future, Waka Kotahi will be the agency that enforces safety camera speed infringements, so it will also be able to look at safety cameras alongside other safety interventions such as reducing speed limits, installing median barriers, installing roundabouts, and longer-term infrastructure changes. This bigger picture view means Waka Kotahi can make more high-risk roads safer, ultimately, reducing the number of people who die or are seriously injured on the roads.



## Better travel options

Providing people with better travel options to access places for earning, learning, and participating in society

### GPS 2021 short-term to medium-term results

- Improved access to social and economic opportunities
- More available and/or accessible public transport and active modes
- Increased share of travel by public transport and active modes
- Reduced greenhouse gas emissions
- Reduced air and noise pollution

Waka Kotahi continues to work with its partners in local and central government to achieve these results, so urban areas are better connected and it's easier for people to travel by public transport, walking and cycling. This includes major investments in the Auckland Transport Alignment Project and Let's Get Wellington Moving. The NLTF funds integrated transport and urban planning through the investment management activity class (for detailed information on this activity class, see page 258 to 259).

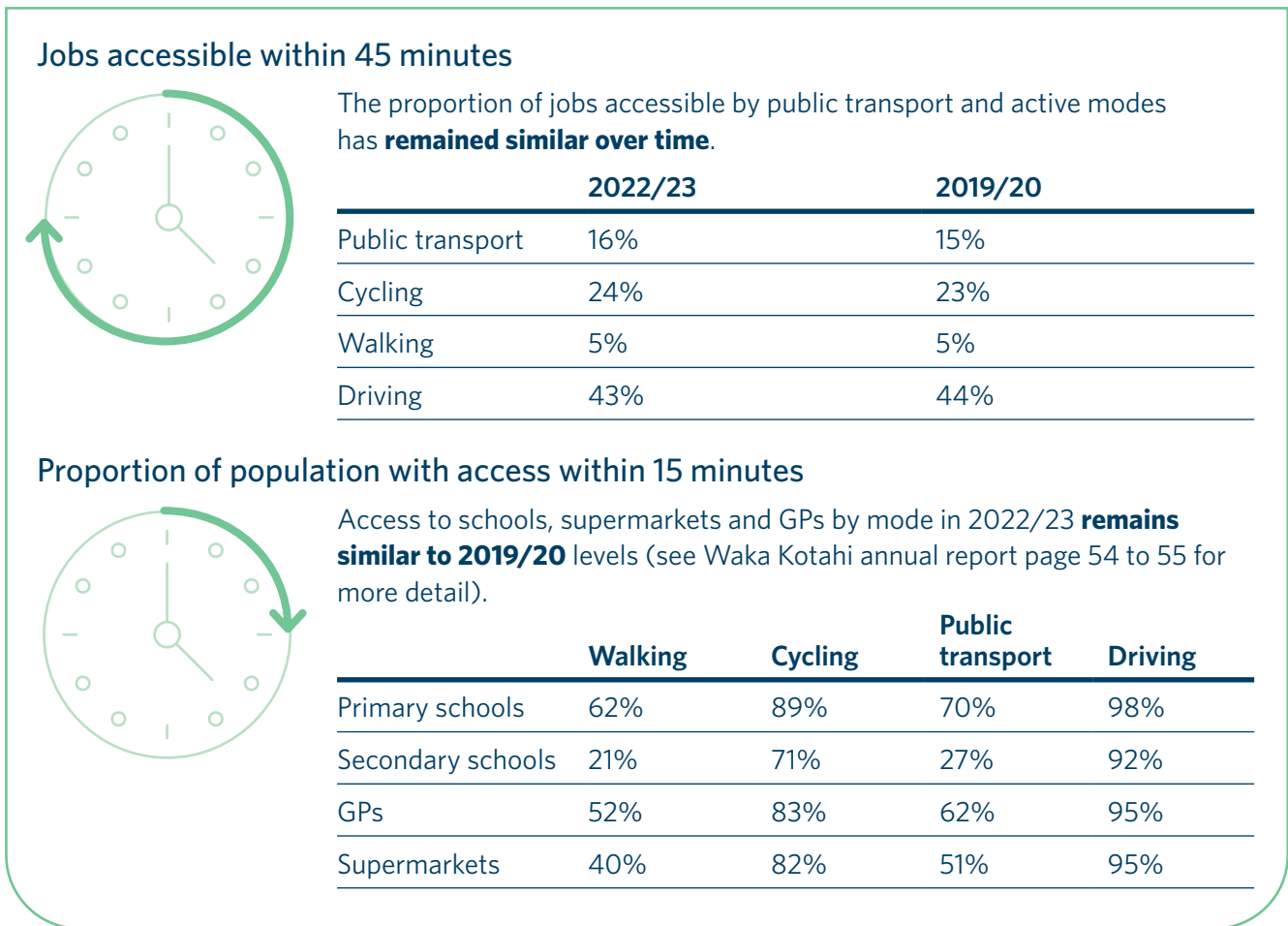
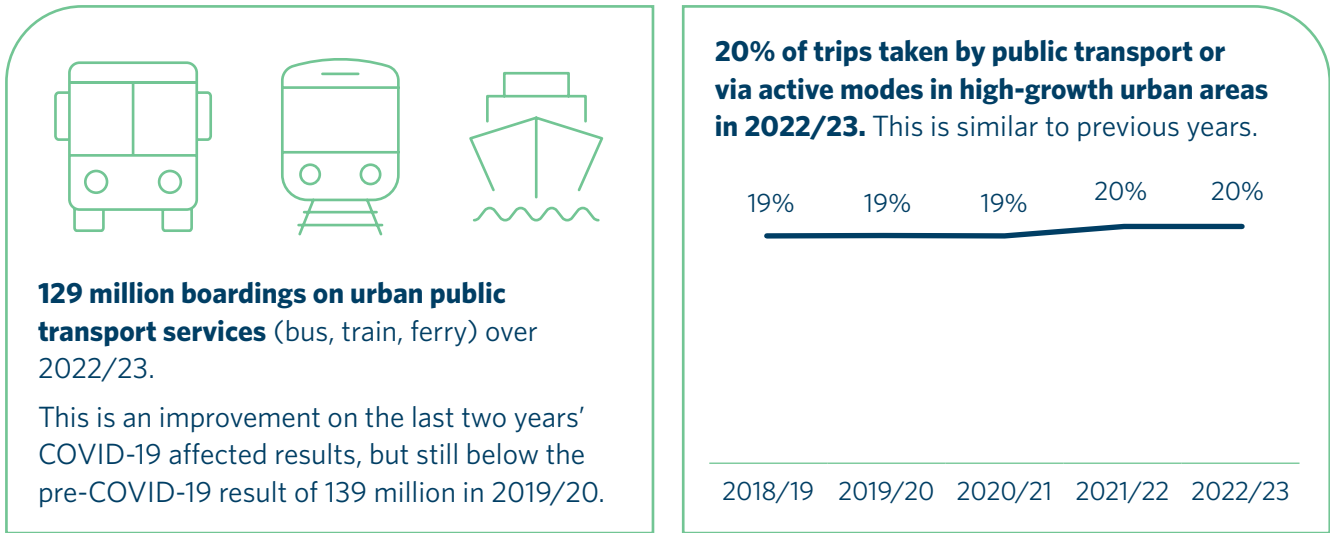
Waka Kotahi has also continued to work with its partners in local government and with KiwiRail to make travelling by any mode safer and more efficient for communities across the motu, by continuing to invest in public transport services and public transport infrastructure (page 250 to 252), walking and cycling (page 252 to 253), the rail network (page 260) and more efficient use of state highways (page 255) and local roads (page 254).

By investing the NLTF in better travel options, the sector will also make progress toward the targets set out in the government's first emissions reduction plan. Investments made through the NLTF are being supplemented by significant Crown investment from the Climate Emergency Response Fund. For more information on the Climate Emergency Response Fund and the Emissions Reduction Plan, see the 2022/23 Waka Kotahi annual report, page 39 to 42.

### Progress toward GPS 2021 short-term to medium-term results

Figure 5 summarises how the land transport system is tracking towards improving access to social and economic opportunities, increasing availability and accessibility of public transport and active modes, and increasing the share of travel by these modes.

Figure 5 - Mode shift in Aotearoa

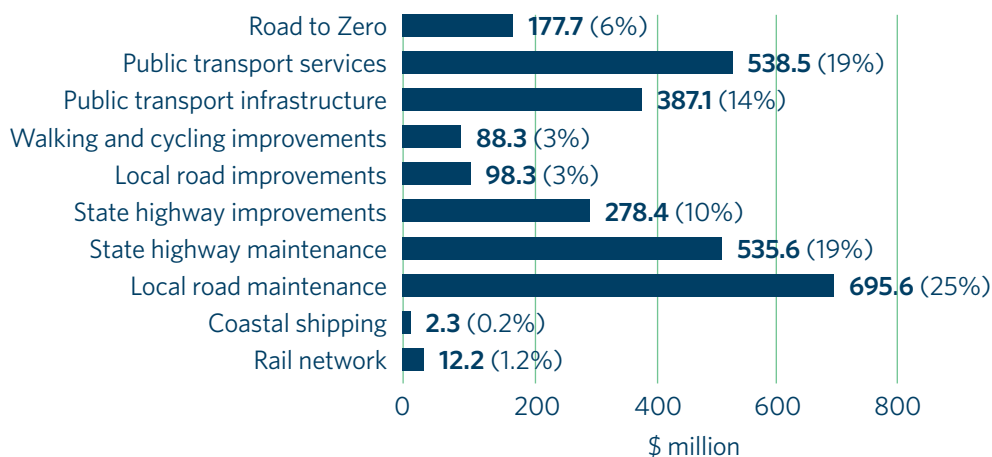


For information on progress toward reducing greenhouse gas emissions and reducing air and noise pollution, see the climate change priority section on page 244 to 247.

## Investment in GPS results through the 2021-24 NLTP

### What we invested

**\$2.81 billion** was invested in activities with benefits related to better travel options in 2022/23, including \$695.6 million in local road maintenance, \$538.5 million in public transport services and \$535.6 million in state highway maintenance.



### What was delivered – highlights from across the motu

- Further sections of the **Glen Innes to Tamaki Drive Shared Path** project in Auckland, which is part of the Auckland Transport Alignment Project, were completed, connecting Ōrākei Basin Boardwalk to Purewa Bridge and along Ngapipi Road. Through the project, Auckland Transport also greatly improved mobility access to Ōrākei Train Station by upgrading the mobility car parks, smoothed the surfacing and improving the gradients on the ramp up to the overbridge that takes people across to the station. Auckland Transport also improved safety at the intersection on Ōrākei Road with the Ōrākei Train Station entrance, including traffic signals for vehicles and a safe crossing for pedestrians on this busy road.
- The **Northern Corridor Improvements** project, also part of the Auckland Transport Alignment Project, was completed. The project has improved travel-time reliability and increased resilience of the road network. It has also improved safety by separating local and highway traffic and made other travel choices more appealing through an improved public transport network with more shared path connections.
- Good progress was made on **Te Ara Tupua**, a project to create a walking and cycling link to connect Wellington and the Hutt Valley. Construction of the Pito-One (Petone) to Melling section continued, which is expected to open in August 2023. Construction started on Ngā Ūranga ki Pito-One (Ngauranga to Petone) section. The first 'bay' section of Hutt City Council's Tupua Horo Nuku Eastern Bays Shared Path was completed by Te Ara Tupua Alliance.
- The **Cobham Drive crossing**, part of Let's Get Wellington Moving, opened in January 2023. The crossing provides a safer connection for the community and visitors to the waterfront, the new cycling and walking coastal paths around Evans Bay to Oriental Bay and the central city, as well as the regional sports centre and aquatic centre.



- The purchase of new ferries by KiwiRail and subsequent **Picton Ferry Terminal** redevelopment brings opportunities to better connect the ferry precinct with Picton town centre and create better connections for state highway journeys. We're a partner in this project, working with KiwiRail, Te Ātiawa o te Waka ā Māui Trust, Ports of Marlborough and Marlborough District Council.
- Work continues on the development of **Christchurch's 13 major cycleways**, providing 101kms of safe cycling facilities across the city and connecting to shared pathways built to the north and south of Christchurch during the last three years.

## Case study

### National Ticketing Solution

Aotearoa New Zealand is set to be the first country in the world to have one integrated public transport ticketing system for use on buses, trains and ferries across the country.

Since 2016, we've been working to develop a national ticketing solution (NTS) that will make travel by public transport easier and more convenient. Currently, most New Zealand cities use different ticketing systems for public transport. We've recognised we have an opportunity to align investment nationally in a proven, world-class, integrated public transport ticketing system.

By 2026, wherever they are in Aotearoa, passengers will be able to tag on and off any bus, train or ferry using contactless payment methods such as debit or credit cards and digital payment methods like Apple Pay or Google Pay.

The National Ticketing Solution (NTS) programme brings together 13 public transport authorities and Waka Kotahi in partnership to design, build and operate the NTS. A participation agreement was signed in October 2022 that lays out the rights and responsibilities of all parties and how we work together collaboratively to deliver the NTS.

Increased access will ultimately contribute to reducing New Zealand's carbon emissions and improving safety and congestion on our roads. PTAs will gain a digitally enabled system with more choice, transparency and simplicity. And a deeper understanding of customer journeys will mean optimised services and better targeted investment.

Canterbury will be the first region in Aotearoa to implement the NTS in mid-2024. It will then roll-out across the country by the end of 2026.



## Improving freight connections

Improving freight connections to support economic development

### GPS 2021 short-term to medium-term results

- Freight routes that are more reliable
- Freight routes that are more resilient
- Reduced greenhouse gas emissions
- Reduced air and noise pollution

GPS 2021 wants investment in improving freight connections to contribute to more reliable and resilient freight routes, reduced greenhouse gas emissions, and reduced air and noise pollution. Investment in this priority is guided by He Mahere mō Ngā Ara Tereina ki Aotearoa New Zealand Rail Plan, Te Mahere Whakaheke Tukunga Tuatahi a Aotearoa National Adaptation Plan, and the Emissions Reduction Plan. Once released, the Aotearoa New Zealand freight and supply chain strategy being developed by Te Manatū Waka will set the transport sector's 30-year strategic direction for investment in freight.

The severe weather events that devastated parts of Te-Ika-a-Māui the North Island earlier in 2023 were a stark reminder of the importance of investing in the condition of the land transport network. Along with keeping communities safe and connected, this investment is critical to keep the economy moving, even as the impacts of climate change worsen. The NLTF invests in improving and maintaining the network through the state highway maintenance (page 256 to 257), state highway improvements (page 255), local road maintenance (page 257 to 258) and local road improvements activity classes (page 254).

The land transport sector can also improve the resilience and reliability of freight connections by investing in rail and coastal shipping, which are also safer and lower carbon. Waka Kotahi has continued to work with its local partners, KiwiRail and the coastal shipping sector to increase the share of freight moved by rail and sea, and to reduce the emission intensity of freight transport. This is funded through the rail network (260) and coastal shipping activity classes (259), and by the investment management activity class (page 258 to 259) for transport planning activities.

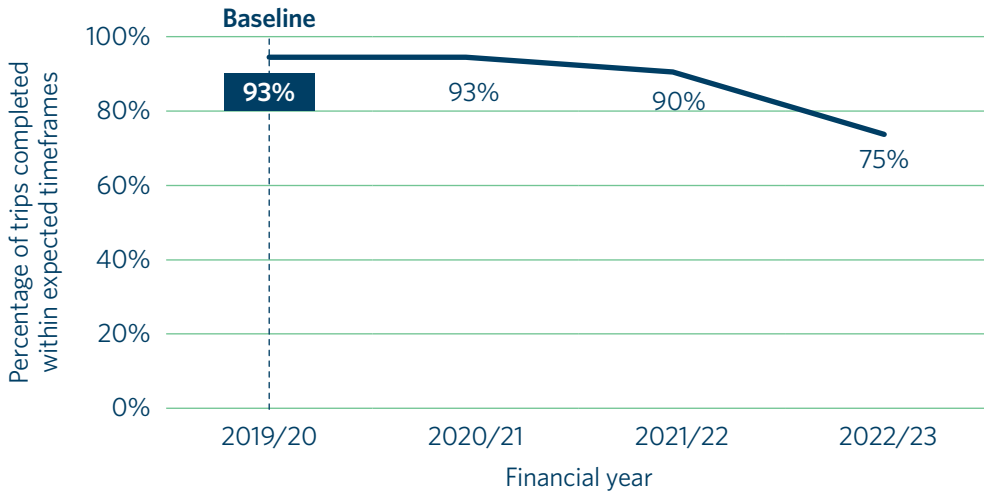
For more information on how the NLTF is being invested in climate-related resilience and emissions reduction, see the climate change priority section on page 244 to 247.

### Progress toward GPS 2021 short-term to medium-term results

The severe weather events affecting parts of the North Island in 2023 had a significant impact on the movement of freight, with predictability of travel time on priority freight routes decreasing significantly between 2021/22/ and 2022/23.

Compared with 2021/22 there was no change to the share of freight moved by road (87%) compared to rail (13%).

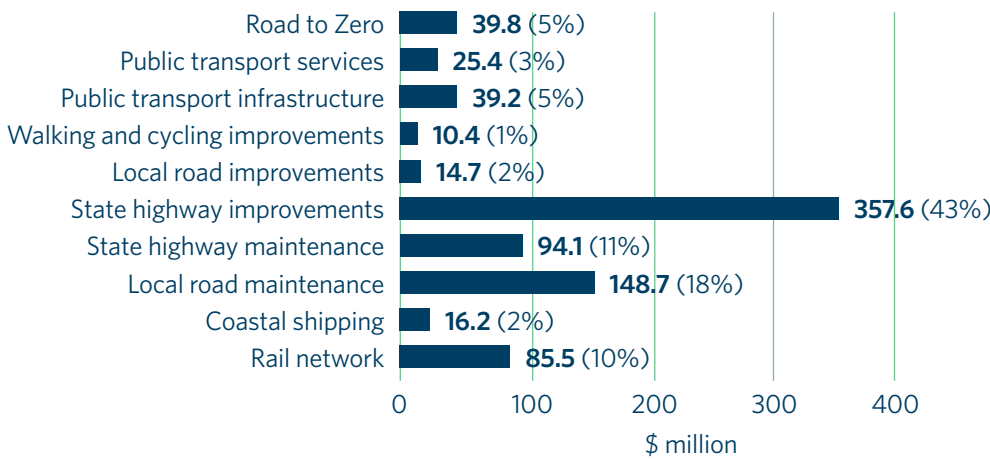
Figure 6 – Interpeak predictability of travel times on priority freight routes, 2019/20– 2022/23



## Investment in GPS results through the 2021-24 NLTP

### What we invested

**\$831.6 million** was invested in activities with benefits related to improving freight connections in 2022/23, including \$357.6 million in state highway maintenance, \$148.7 million in local road maintenance and \$94.1 million in state highway maintenance.



### What was delivered – highlights from across the motu

- Following the North Island weather events, the key links into and around **Tairāwhiti** were reopened, and Waka Kotahi is short-term measures to keep the region moving. Recovery works are ongoing.
- Waka Kotahi is progressing consenting for a 4km realignment and a new bridge across the **Waikare Gorge on State Highway 2 at Putorino (north of Napier)** to build route resilience. This stretch of highway has been repeatedly closed by slips and rockfall during heavy rain events. During Cyclone Gabrielle, the existing Waikare Gorge bridge was washed out; a Bailey bridge is currently in place.
- A new \$25 million two-lane Beaumont Bridge on State Highway 8 over the Clutha River will open at the end of 2023, replacing the single-lane bridge built in 1887. This new bridge will provide a more resilient highway link on the main highway between **Dunedin and Central Otago**.

## Case study

### Coastal shipping fund

More freight is now being transported on the blue highway, helping to reduce carbon emissions and make the roads safer for everyone.

A total of \$30 million is being invested during this NLTP in coastal shipping, supporting four new ships and associated services to move goods between the North and South Islands and key regional ports that would traditionally have been transported by road.

This investment is part of the move to build a stronger multi-modal freight network, ensuring freight is moved by the most appropriate mode of transport to help the country achieve its environmental and safety outcomes.

One of the four successful suppliers Swire Shipping (Pacifica) is now operating a second vessel off the Aotearoa New Zealand coast. Together, the company's two vessels operate a weekly rotation between the ports of Auckland, Lyttelton, Timaru, Marsden Point, Wellington, Nelson and Tauranga. These vessels move 130,000 containers each year – the equivalent of 75,000 truckloads of cargo – and are estimated to produce only 13 percent of the carbon emissions of road freight.

It's all about transporting cargo by the most appropriate and reliable mode of transport. Coastal shipping is ideal for the likes of petroleum products, cement and aggregate. It also adds resilience to the national freight network.

With the potential for disruption to rail and road networks caused by natural disasters, coastal shipping offers a reliable alternative, as well as providing an additional lifeline for businesses to get goods to market and supplies to communities.

A second successful supplier, Coastal Bulk Shipping, helped in the Cyclone Gabrielle response, providing a short-haul service between Gisborne and Napier. (Coastal Bulk Shipping's second vessel MV Rangitata is pictured.)

Investment in new coastal shipping services delivers a much needed shift in the freight transportation industry.



## Climate change

Transforming to a low carbon transport system that supports emissions reductions aligned with national commitments, while improving safety and inclusive access

### GPS 2021 short-term to medium-term results

- Reduced greenhouse gas emissions
- Reduced air and noise pollution
- Improved resilience of the transport system

The government's strategic direction for climate change adaptation and emissions reduction are set out in the first National Adaptation Plan and Emissions Reduction Plan.

In December 2022, Waka Kotahi published Tiro Rangi: Our climate change adaptation plan 2022–2024. This plan describes how it will give effect to the National Adaptation Plan. This means investing in multiple activity classes, including to improve the climate resilience of state highways and local roads, and the resilience and reliability of the freight network. Tiro Rangi is profiled in the case study on page 247.

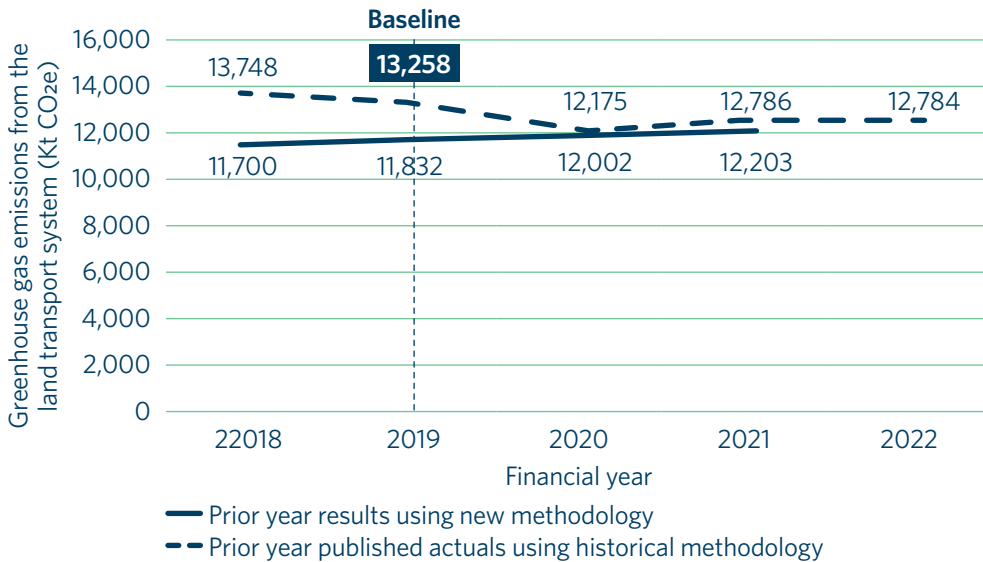
Waka Kotahi also continued to implement Mahere Hohenga kia Whakakorea te Waro ā-Kawenga 2022–25 Decarbonising Transport Action Plan 2022–25, which sets out how the transport sector needs to implement the Emissions Reduction Plan. The NLTF funds part of this work through the public transport services and public transport infrastructure (page 250 to 252), walking and cycling (page 252 to 253) and rail network (page 260) activity classes. Implementation is also funded by the Climate Emergency Response Fund. For more information on the Climate Emergency Response Fund, see the 2022/23 Waka Kotahi annual report, pages 39 to 42.

In the last year, we also released our new environmental and social responsibility policy and have started refreshing Toitū Te Taiao, our sustainability action plan. For more information, see appendix 1, page 168 to 173 of the 2022/23 Waka Kotahi annual report.

### Progress toward GPS 2021 short-term to medium-term results

Emissions from the land transport system continued to increase in 2022/23 (figure 7). Emissions are estimated to remain high over coming years before starting to decrease. This shows how transformational and intergenerational changes are needed to put the country's transport emissions on the trajectory to a low emissions future, and it will take time for New Zealanders to see the results of these interventions.

**Figure 7 – Greenhouse gas emissions from the land transport system, 2019–2022**



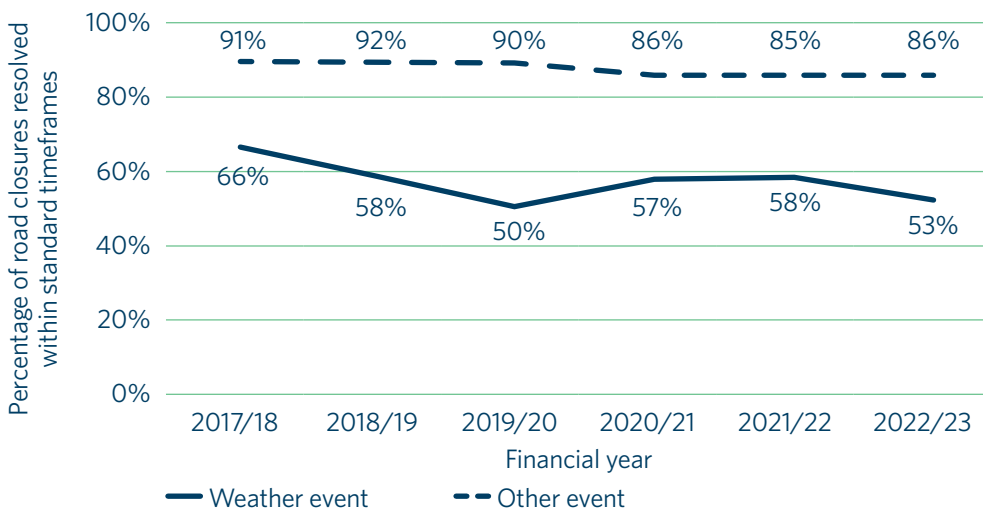
Note: Kt CO<sub>2</sub>e – kiloton of carbon dioxide equivalent.

The number of weather events leading to road closures on state highways increased from 271 last year to 512 this year. During this period, the proportion of weather-related road closures resolved within standard timeframes decreased from 58 percent to 53 percent (see figure 8).

As described in the section on freight connections, the increased number of weather events, particularly the severe weather event that damaged parts of the North Island, also contributed to a significant decrease in the predictability of freight movement along priority freight routes (see page 241 to 242).

Tiro Rangi will help Waka Kotahi work with its partners to adapt the land transport system to climate change. To do so, it will draw on its previous work in the National Resilience Programme business case, which rated nationally important risks from natural hazards (including climate change-related) in the Aotearoa New Zealand land transport system and addressed a variety of system-wide resilience process issues.

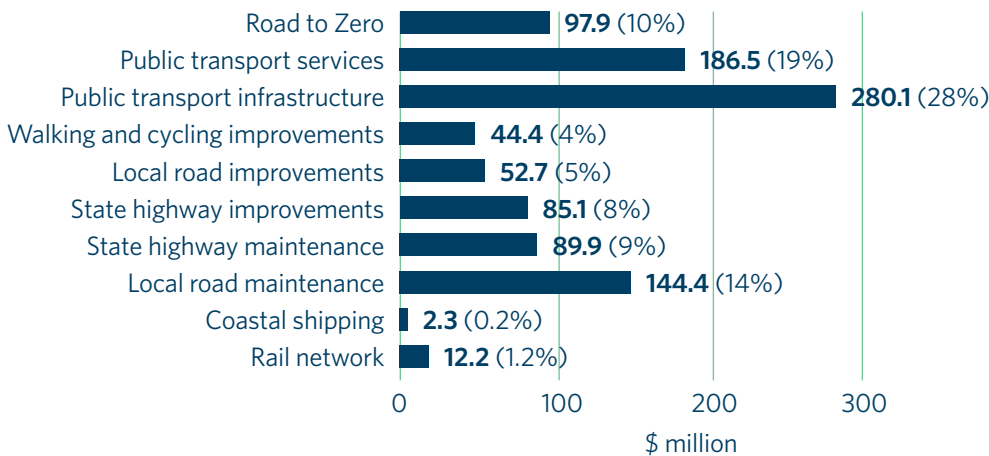
**Figure 8 – Unplanned road closures resolved within standard timeframes, 2017/18 – 2022/23**



# Investment in GPS results through the 2021-24 NLTP

## What we invested

**\$995.4 million** was invested in activities with climate change-related benefits in 2022/23, including \$280.1 million in public transport infrastructure, \$186.5 million in public transport services and \$144.4 million in local road maintenance.



## What was delivered - highlights from across the motu

- In **Te Tai Tokerau Northland**, State Highway 1 Mangamuka slip repair work is under way following significant damage caused by severe weather events during winter 2022. Repair work continues on 16 separate slips. The road is planned to be reopened by May 2024.
- The **Taranaki** region focused on significantly improving the safety and resilience of the state highway network with the summer maintenance programme. Almost 10 lane kilometres of state highway were rebuilt, 10 lane kilometres were asphalted and 75 lane kilometres were resealed across 107 sites.
- **Manawatū and Hawke's Bay on Te Ahu a Turanga: Manawatū Tararua Highway** over Ruahine Range (\$620 million). The new road will provide a safe, resilient, and efficient route between Woodville and Ashhurst. Work continues with completion expected by the middle of 2025.
- In the top of the **South Island, Te Taihu**, access has now been restored after a seven-week closure of State Highway 6, which sustained significant storm damage in August 2022. Four sites needed extensive repair, and Waka Kotahi replaced 20 culverts to make the highway more resilient in future storms.
- In **Northland**, SH1 Mangamuka slip repair work is underway following significant damage caused by severe weather events during winter 2022. Repair work continues on 16 separate slips with the road planned to be reopened by May 2024.
- In **Hawkes Bay** we're progressing consenting for a 4km realignment and a new bridge across the Waikare Gorge on SH2 at Putorino (north of Napier) to build route resilience. This stretch of highway has been repeatedly closed by slips and rockfall during heavy rain events. During Cyclone Gabrielle the existing Waikare Gorge bridge was washed out and a Bailey bridge is currently in place.
- Following a seven-week closure of **State Highway 6**, which sustained significant storm damage in August 2022, access was restored. Four sites needed extensive repair and we replaced 20 culverts to make the highway more resilient in future storms.

## Case study

### Tiro Rangi, how Waka Kotahi is adapting to the changing climate

A climate-resilient land transport system is critical for keeping people, products and places connected for a thriving Aotearoa New Zealand.

Climate change is one of the biggest challenges the land transport system is facing right now. Intense weather events have already caused major disruptions, disconnected communities and costly emergency responses this year. Events like these are likely to get stronger, and Waka Kotahi needs to prepare for managing its response to multiple back-to-back events.

Waka Kotahi knows it cannot sustain its current approach to emergency works, which offer costly, short-term solutions after weather-related events. It also knows it is more cost-effective and less disruptive to communities to invest early. The organisation needs to strengthen its focus and investment in resilience for present and future generations.

In December 2022, Waka Kotahi published Tiro Rangi, its plan for adapting the land transport system to the changing climate. Tiro comes from Titiro – to observe, to see, we need to look both with our physical eyes and spiritually – and Rangi from Ranginui – Sky Father.

Tiro Rangi brings together and builds on the great work Waka Kotahi is doing to improve resilience. It now has a strong strategic foundation for its approach to climate resilience. Over the next two years, the plan will help set up what is needed to adapt and be resilient to what is known about climate change.

The plan's long-term goal is that by 2050 the land transport system is resilient in a changing climate to enable a system that improves wellbeing and liveability.

The plan also includes 21 high-level actions across six themes. Waka Kotahi will prioritise actions that help it achieve a step change in the way it works by 2035.

Tiro Rangi is starting the country along a path towards a climate-resilient land transport system.





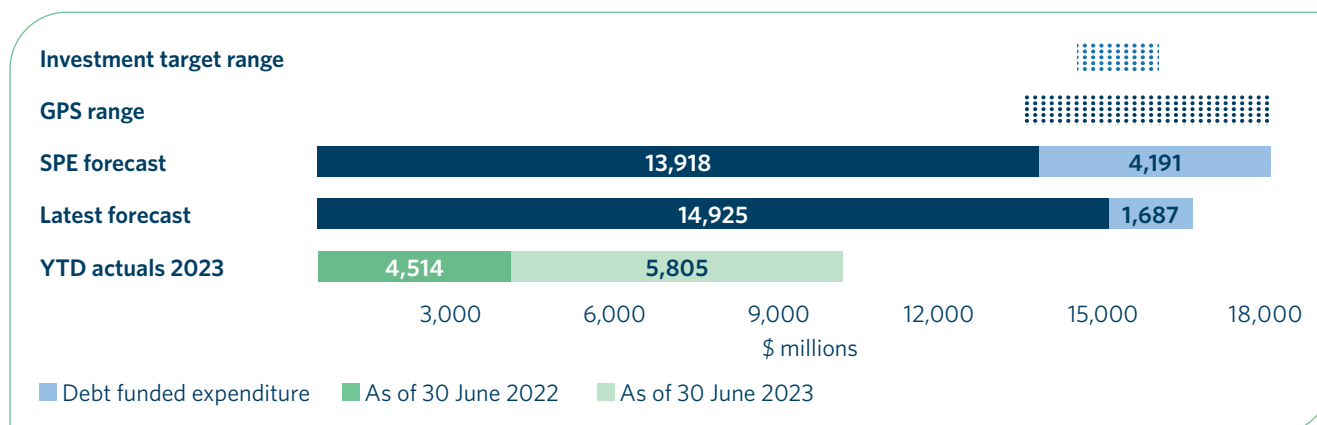
# Use of the National Land Transport Fund

Revenue for the NLTF during the second year of the 2021-24 NLTP was \$469 higher than forecast in the published programme mainly due additional funding supported by Crown funding for the North Island weather events (\$250 million) and additional Public Transport operating shortfall Crown funding (\$140 million).

After the second year of the 2021-24 NLTP, overall NLTF spend across all activity classes 12% above budget excluding the impact of financing. This was largely due to the emergency works spend primarily in the state highway maintenance and local road maintenance output classes.

The charts show the current forecast spend for the NLTF over the 2021-24 NLTP compared with the GPS ranges. Expenditure latest forecasts reflect the Budget Economic and Fiscal Update 2023 exercise and updated for more recent information including the budget bids information. The actual investments from the NLTF for the planned level of funds allocated in the 2021-24 NLTP are shown in the tables in the next sections. These tables do not account for NLTP funds contributed by local authorities or other sources, including Crown grants.

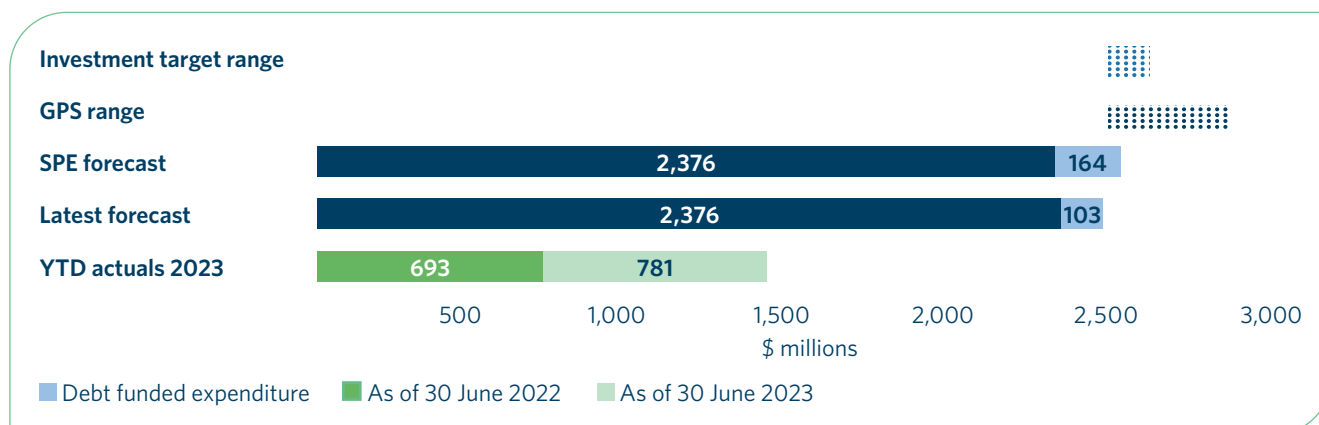
## Overall use of the National Land Transport Fund



At the end of the first year of the 2021-24 National Land Transport Programme, overall National Land Transport Fund spend across all activity classes is within the budget. The budget represents the three-year investment target set by the Board at the start of the 2021-24 National Land Transport Programme while the actual represents the current spend for the 2021-24 National Land Transport Programme.

# Road to Zero

## Expenditure



Road to Zero expenditure was \$24 million (six percent) above budget at the end of the second year of the 2021-24 National Land Transport Programme. This was mainly driven by slower delivery than expected across the speed and infrastructure programme and delays in safety camera system implementation. Road to zero includes spend on road safety promotion, system management, speed and safety infrastructure works for both Approved Organisations and State Highways.

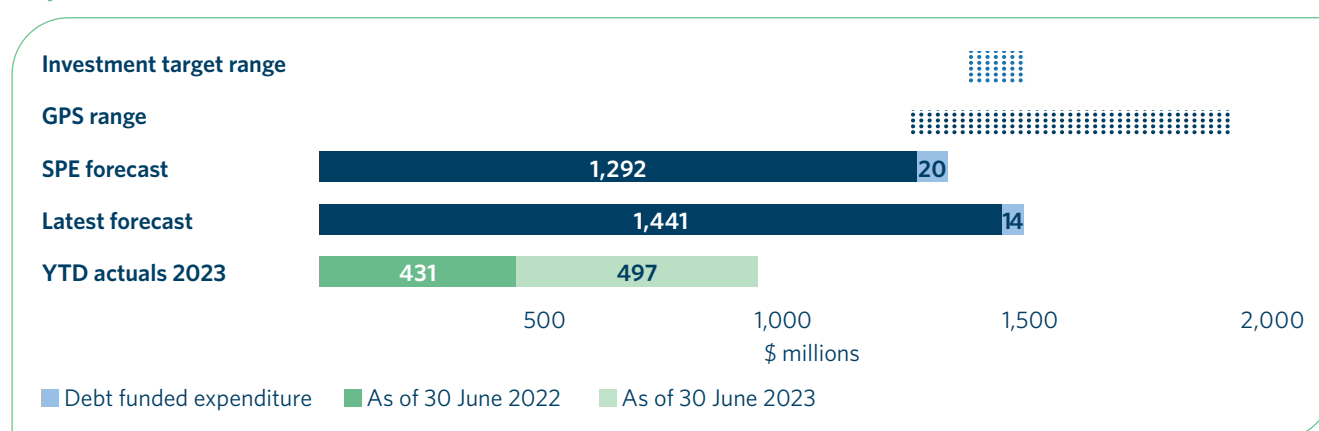
## Performance measures

Reference	Measure	Status	Target	2022/23 actual	2021/22 actual
RTZ1	Length of the network treated with reduced speed limits	Not achieved	≥500km	206km	165km
	Cabinet announced its direction for the Speed and Infrastructure Programme to focus on the top 1 percent of high-risk roads, schools, townships and marae. In response to this direction, we revised our Interim Speed Management Plan, which provides the legal mechanism for changing speed limits. The approval and certification of the revised plan has been delayed until the end of 2023/24. The Land Transport Rule: Setting of Speed Limits 2022 requires a certified plan to be in place before we can make most speed limit changes, so we could not continue to deliver the programme as planned. While waiting for approval and certification, the programme has continued to prepare designs and processes to support future delivery.				
RTZ2	Number of corridor infrastructure safety improvements projects started to plan	Achieved	≥5	5	4
RTZ3	Number of intersections with primary safe system interventions started to plan	Achieved	≥4	4	4
RTZ4	Number of passive breath tests conducted	Not achieved	≥3 million	2.6 million	1.6 million
Reflects New Zealand Police delivery	Performance improved from last year but is still below target. Performance varied across the motu: Waikato, Central and Southern districts all exceeded their targets. The Tāmaki Makaurau impairment prevention team and motorways unit also exceeded their targets. The Wellington, Tasman and Canterbury districts came close to achieving their targets, but activity in Wellington and Canterbury reduced dramatically in the last few months of the fiscal year.				

Reference	Measure	Status	Target	2022/23 actual	2021/22 actual
RTZ4	Number of hours mobile cameras are deployed	Not achieved	≥80,000	61,028	58,408
New Zealand Police delivery	There was a slight improvement in performance from 2021/22, but figures are still below target. While hours increased only 4.5 percent from last year, the number of mobile speed camera notices issued (442,000) was 21 percent greater than in the previous year.				
RTZ6	Proportion of road safety advertising campaigns that meet or exceed their agreed success criteria	Achieved	≥86%	88%	81%

## Public transport services

### Expenditure



Public transport services expenditure was \$93 million (16 percent) above budget at the end of the second year of the 2021–24 National Land Transport Programme. This mainly relates to the additional support the Crown has provided councils due to farebox revenue reductions and half price fare funding. The three-year public transport services forecast is set to reach the lower of the GPS range.

### Performance measures

Reference	Measure	Status	Target	2022/23 actual	2021/22 actual
PTS1	Number of boardings on urban public transport services (bus, train and ferry) <sup>A</sup>	Achieved	Increasing (from 2021/22 actual)	129 million	86 million

While this year's result is an improvement on the last two years' COVID-19 affected results, the 2022/23 result is still below the pre-COVID-19 result of 139 million in 2019/20.

Reference	Measure	Status	Target	2022/23 actual	2021/22 actual
PTS2	Reliability of urban rail, bus and ferry services	Achieved	Set a baseline <sup>B</sup>	83%	Not comparable due to methodology change <sup>C</sup>

PTS2 measures the proportion of scheduled services that completed the trip to destination which left the origin stop between 59 seconds early and four minutes 59 seconds late. While this measure captures some aspects of reliability that are important to users, it doesn't capture the impacts of cancellations or suspended services on users' experiences and their ability to use public transport services to meet their needs.

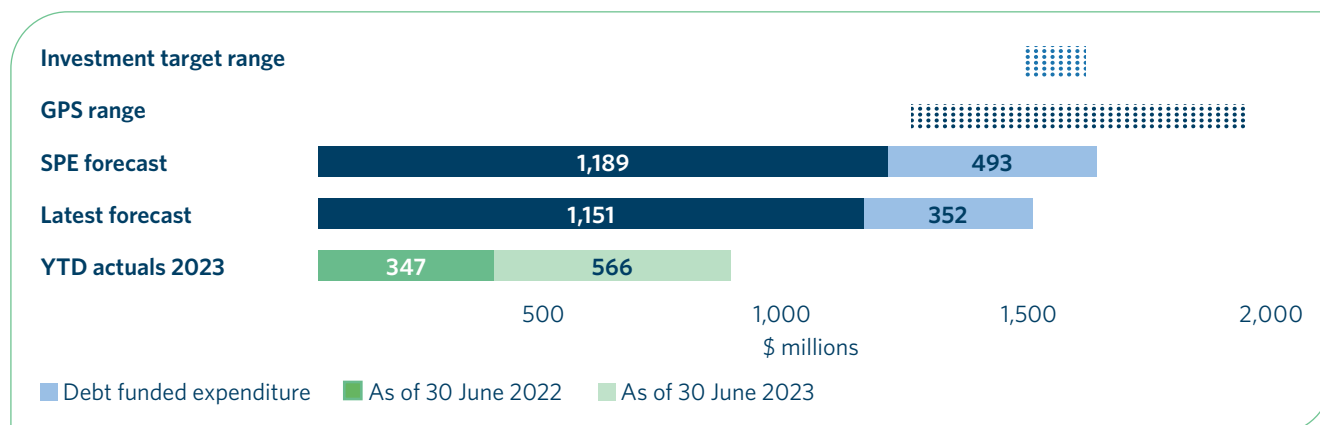
<sup>A</sup> This is also a performance measure for the public transport infrastructure output class.

<sup>B</sup> The PTS2 target for 2022/23 was published incorrectly in the 2022/23 SPE as 'Increasing from 2022/23'. The correct target is 'Set a baseline', as the methodology for PTS2 was revised in 2022/23 and required that a new baseline be set using the new methodology.

<sup>C</sup> The PTS2 result for 2021/22 is not comparable as it used a different methodology with results reported separately for Auckland and Wellington and broken down by type of public transport. From 2022/23 the calculation for PTS2 uses a new methodology that combines the results for buses, trains and ferries and includes all regions in New Zealand with complete data. This excludes Otago, Nelson-Tasman, Northland, Invercargill bus, Canterbury ferry and Te Huia and Capital Connection trains. Results are based on self-reported data provided by public transport authorities.

## Public transport infrastructure

### Expenditure



Public transport infrastructure expenditure was \$98 million (20 percent) above budget at the end of the second year of the 2021–24 National Land Transport Programme. This mainly relates to more funding claims from local councils than budgeted for. This reflects a catchup in infrastructure spend from the first year of the National Land Transport Programme. The three-year public transport infrastructure forecast is set to reach the lower of the GPS range.

## Performance measures

Reference	Measure	Status	Target	2022/23 actual	2021/22 actual
PTI1	Punctuality of metro rail services	Not achieved	≥95% <sup>A</sup>	82%	92%

Punctuality is measured as the percentage of metro rail services in Auckland and Wellington that depart no more than 1 minute early or 5 minutes late.

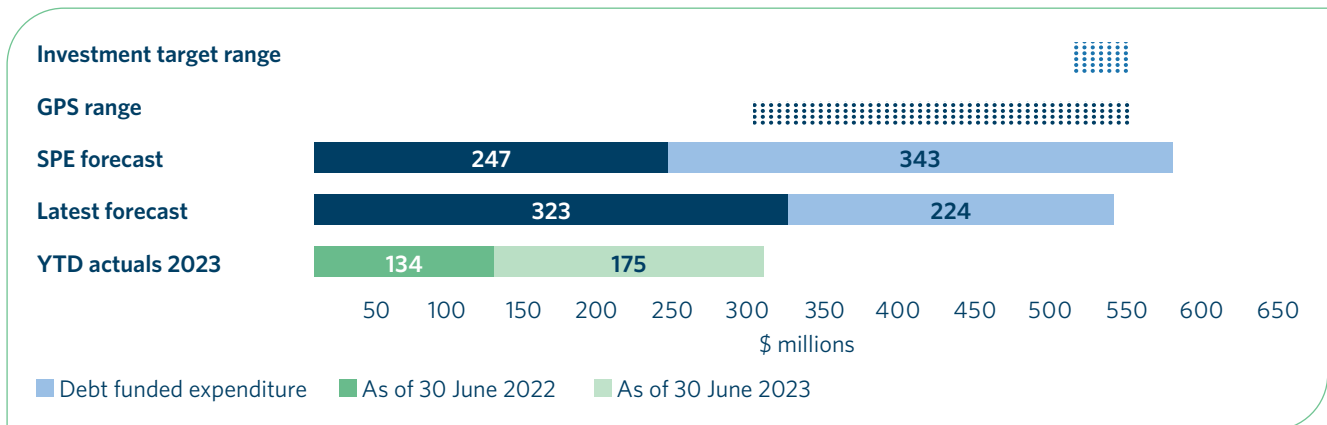
Since last year, punctuality reduced from 94 percent to 84 percent in Auckland and from 89 percent to 80 percent in Wellington. In both areas, punctuality was affected by significant infrastructure works on both metro networks that led to lines being closed and the implementation of a significant number of temporary speed restrictions so work could be carried out safely. We continue to monitor the delivery of projects.

For more information on how this measure result is calculated, see the explanatory notes.

<sup>A</sup> The target was updated after the SPE was published. The 2022/23 SPE target was maintaining or increasing.

## Walking and cycling improvements

### Expenditure



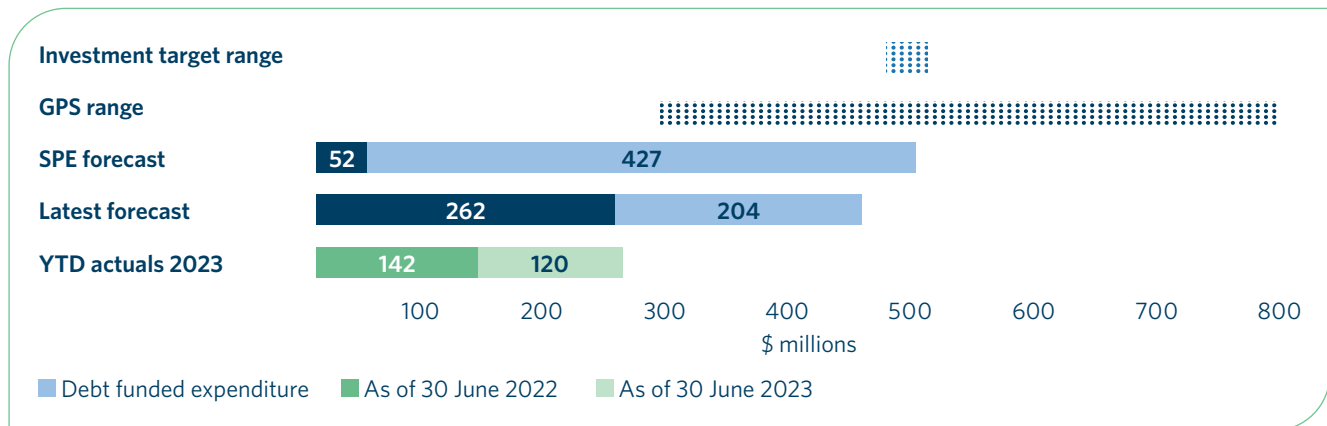
Walking and cycling expenditure was \$36 million (15 percent) below budget at the end of the second year of the 2021–24 National Land Transport Programme. This mainly relates to delays as projects were put on hold pending the outcome of budget reviews, or deferred as impacted Councils responded to the demands of emergency events. The current three-year walking and cycling forecast is toward the upper end of the GPS range.

## Performance measures

Reference	Measure	Status	Target	2022/23 actual	2021/22 actual
WCI1	Proportion of cycleways, pathways and shared paths delivered against plan	Unable to report	≥80%	Not available	Not available
<p>The status against target remains 'unable to report' for 2022/23, due to significant issues with reliability of the data collected through the bicycle and pedestrian eco-counters across the network. Work with the supplier to resolve the issues should be completed by the end of 2023. Our annual Understanding Attitudes and Perceptions of Cycling &amp; Walking survey asks people living in urban areas to tell us about their walking and cycling behaviours and attitudes. Based on the survey results, we estimate that, in 2022/23, 11 percent of people living in urban areas cycled to work, study or get around town, once a week or more. This is the same as our estimate for 2021/22.</p>					
WCI2	Cycling count in main urban areas	Unable to report	Increasing	Not available	Not available
<p>The status against target remains 'unable to report' for 2022/23, due to significant issues with reliability of the data collected through the bicycle and pedestrian eco-counters across the network. Work with the supplier to resolve the issues should be completed by the end of 2023. Based on the results of our annual Understanding Attitudes and Perceptions of Cycling &amp; Walking survey, we estimate that, in 2022/23, 50 percent of people living in urban areas cycled to work, study or get around town, once a week or more. This is the same as our estimate for 2021/22.</p>					
WCI3	Walking count in main urban areas	Unable to report	Increasing	Not available	Not available
<p>The status against target for WCI2 and WIC3 remains 'unable to report' for 2022/23, due to significant issues with reliability of the data collected through the eco-counter bicycle and pedestrian counters across the network. Work with the supplier to resolve these issues should be completed by the end of 2023 but not in time for this data to be used in the annual report. Based on the results of the Waka Kotahi Understanding Attitudes and Perceptions of Cycling &amp; Walking, we estimate that in 2022/23, 50% of people living in urban areas walked to work, study or to get around town, once a week or more. This is the same as our estimate for 2021/22.</p>					

# Local road improvements

## Expenditure



Local road improvements expenditure was \$77 million (30 percent) below budget at the end of the second year of the 2021-24 National Land Transport Programme. This mainly relates to delays in and reprioritisation of council roading projects partly caused by weather events in the current financial year. The three-year local road improvements forecast is set to reach the lower end of the GPS range.

## Performance measures

Reference	Measure	Status	Target	2022/23 actual	2021/22 actual
LRI1	Proportion of local road improvement activities funded by the National Land Transport Fund delivered to agreed standards and timeframes <sup>A</sup>	Not achieved	≥80%	66%	61% <sup>A</sup>

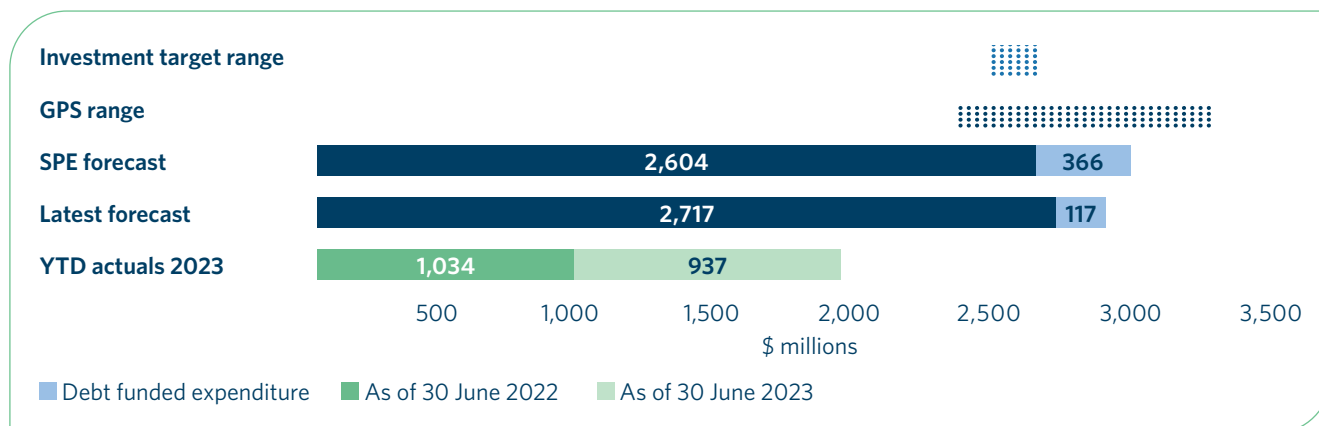
2022/23 has been a complex year for our local government partners with rising interest rates; natural disaster response, particularly Auckland flood and Cyclone Gabrielle; continuing post-COVID recovery; low availability of professional transport and construction services; and the inflation in cost of labour and material. Local government has also worked to maximise their work programmes in higher funding areas and reprioritising capital programmes, such as the Transport Choices Programme and Infrastructure Acceleration Fund. Responding to the outcomes of community consultation and internal restructures have also had an impact on Council's ability to deliver.

We continue to work with local government partners to ensure programmes are successfully delivered.

<sup>A</sup> The LRI1 result published in our 2021/22 report (68%) inaccurately excluded the budget component of this measure. The recalculated result including the budget component is shown in the 2021/22 actual column in the table.

# State highway improvements

## Expenditure



State highway improvements expenditure was \$527 million (26 percent) below budget at the end of the second year of the 2021–24 National Land Transport Programme. This is mainly relates to underspends and delays across a number of projects caused by supply chain pressures and weather events. The three-year state highway improvements forecast is set to be in the middle of the GPS range.

## Performance measures

Reference Measure	Status	Target	2022/23 actual	2021/22 actual
SHI1 Proportion of state highway improvement activities funded by the National Land Transport Fund delivered to agreed standards and timeframes <sup>A</sup>	Not achieved	≥90%	71% <sup>B</sup>	86%

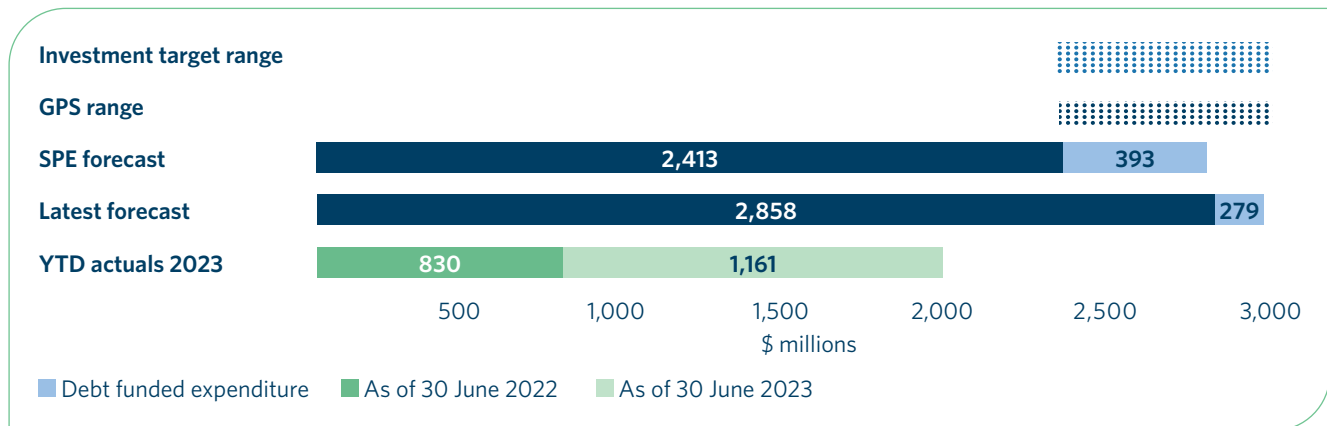
<sup>A</sup> For SHI1, the standards and timeframes that are assessed against include milestones and budget and delivery of property acquisition programmes against time, budget and quality standards. Further detail on how performance against these measures is calculated can be found in the performance measures explanatory notes, found on the Waka Kotahi website: [nzta.govt.nz/resources/annual-report-nzta](https://nzta.govt.nz/resources/annual-report-nzta)

<sup>B</sup> Achievement of cost standards was assessed based on project baselines set in August 2022.



# State highway maintenance

## Expenditure



State highway maintenance expenditure was \$279 million (29 percent) above budget at the end of the second year of the 2021-24 National Land Transport Programme. This was mainly due to additional costs from higher spend on emergency works as a result of the North Island weather events. The three-year state highway maintenance forecast is close to the upper end of the GPS range.

## Performance measures

Reference	Measure	Status	Target	2022/23 actual	2021/22 actual
SHM1	Proportion of state highway maintenance activities delivered to agreed programme	Not achieved	≥90%	72%	85%
	The North Island Weather Events significantly affected delivery of renewals to programme, as these occurred during a critical window for renewals delivery (January to March).				
SHM2	Proportion of the state highway network that meets minimum asset condition requirements	Achieved	≥97%	98%	97%
	This is an aggregate measure that combines results from separate measures of surface skid resistance, rutting in the surface underneath wheel paths and roughness. While the 2022/23 result has improved from last year, breaking down the components of the measure shows state highway network condition is deteriorating.				
	There has been a general decline in the proportion of roads that meets rutting and roughness standards. While roads meeting skid resistance thresholds seem to be increasing, this can be attributed to longer wet seasons in recent years that affected results from road surveys, as rain washes contaminants off the roads and affects skid resistance results.				
	We are developing measures that more accurately capture the condition of the state highway network. We will apply a revised approach for reporting from 2023/24, including incorporating the asset sustainability ratio into our performance framework (see appendix 2 of the Waka Kotahi annual report, from page 183). For more detail, see the measure explanatory notes on the Waka Kotahi website: <a href="https://nzta.govt.nz/resources/annual-report-nzta">nzta.govt.nz/resources/annual-report-nzta</a>				
SHM3	State highway maintenance cost per lane kilometre delivered B	Achieved	\$25,000 - \$34,200	\$31,505	\$29,423

SHM4	Proportion of unplanned road closures resolved within standard timeframes	<b>Not achieved</b>	Weather events: ≥ 50% Other events: ≥ 90%	Weather events: 53% Other events: 86%	Weather events: 58% Other events: 85%
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The total number of events leading to unplanned road closures increased between 2021/22 and 2022/23, from 272 to 504 for weather events and 568 to 670 for other events.

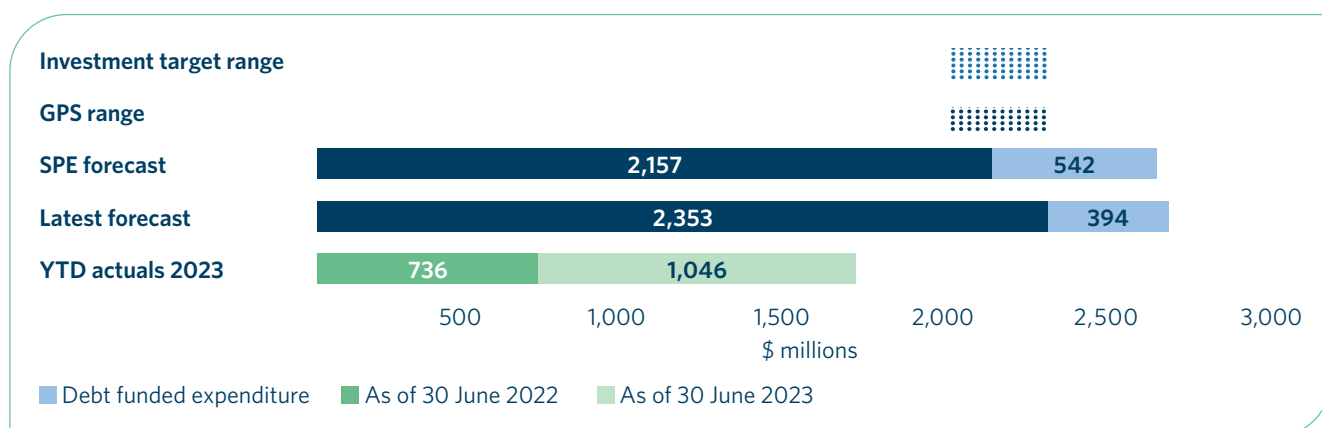
The target for weather-related events was met, although the proportion of weather-related closures resolved within standard timeframes decreased from 58 percent in 2021/22 to 53 percent in 2022/23.

The target was not met for all other events. Crashes make up a large proportion of these events. Numerous factors in attending and managing crashes may cause standard timeframes to be exceeded such as weather conditions, people's injury status, emergency services' requirements, and the number and type of vehicles involved.

To improve this performance, we implemented a monthly reporting structure that provides the regional managers oversight of performance in their regions. We also updated our memorandum of understanding (MOU) on incident management with the New Zealand Police, Fire and Emergency NZ, St Johns Ambulance and Wellington Free Ambulance. This update sets out clear expectations on how incidents will be managed. All parties will work under the philosophy that New Zealand's roading networks will not be closed or restricted for any longer than is necessary for each party to carry out its functions and duties, with the overarching vision of 'working together to advocate for better road safety.' As a result, work has started across the regions in embedding the understanding of the MOU above into the processes for the emergency services and network outcomes contract contractors.

## Local road maintenance

### Expenditure



Local road maintenance expenditure was \$273 million (35 percent) above budget at the end of the second year of the 2021-24 National Land Transport Programme. This mainly relates to the additional costs from higher emergency works mainly as a result of the North Island weather events. The three-year local road maintenance forecast is at the upper end of the GPS range.

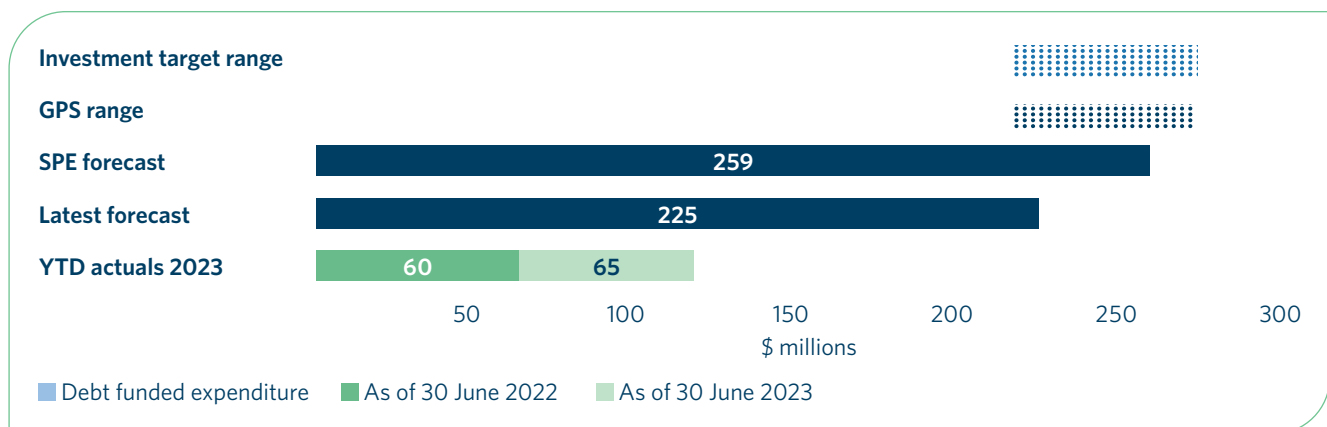
## Performance measures

Reference	Measure	Status	Target	2022/23 actual	2021/22 actual
LRM1	Proportion of the local road maintenance activities funded by the National Land Transport Fund delivered to plan <sup>A</sup>	Not achieved	≥90%	82%	85%
	<p>Delivery of renewal activity was adversely affected by the redirection of resources to emergency response works, resource shortages and by rising costs. Specifically, cyclones Hale and Gabrielle and the Auckland Anniversary weather events struck the North Island over January and February of 2023, at the start of the construction season for renewals. Additionally, resource shortages have impacted councils, causing delays and higher costs. Shortages affected staff recruitment, design consultant commissioning, contractor procurement and materials acquisition. Activities uncompleted this year will be deferred to 2024/25, which is also the start of the 2024-27 NLTP. Allowance will be made in the budgets to facilitate the deferred works and the overall cost increases. A stronger focus on resilience in future maintenance and improvement programmes will reduce the vulnerability of the network and assets to weather events.</p>				
LRM2	Proportion of travel on smooth roads	Achieved	≥86%	86%	87%
LRM3	Local road maintenance cost per lane kilometre delivered	Not achieved	≤\$4,480	\$4,627	\$4,108
	<p>The cost of delivering maintenance and renewal activities was adversely affected by higher-than-forecast inflation, industry cost increases, resource shortages and indirectly by extreme weather events. Activities uncompleted this year will be deferred to 2024/25, which is also the start of the 2024-27 NLTP. Allowance will be made in budgets to facilitate the deferred works and overall cost increases. A stronger focus on resilience in future maintenance and improvement programmes will reduce the vulnerability of the network and assets to weather events.</p>				

<sup>A</sup> This measure compares the delivery of sealed pavement and resurfacing and rehabilitation, unsealed road metalling and rehabilitation and drainage renewals by approved organisations against forecast works and budget. See the performance measure explanatory notes for further detail on the Waka Kotahi website: [nzta.govt.nz/resources/annual-report-nzta](https://nzta.govt.nz/resources/annual-report-nzta)

## Investment management

### Expenditure



Investment and management expenditure was \$16 million (18 percent) below budget at the end of the second year of the 2021-24 National Land Transport Programme. This mainly relates to underspends in transport planning for approved organisations. The three-year investment management forecast is set to reach the lower end of the GPS range.

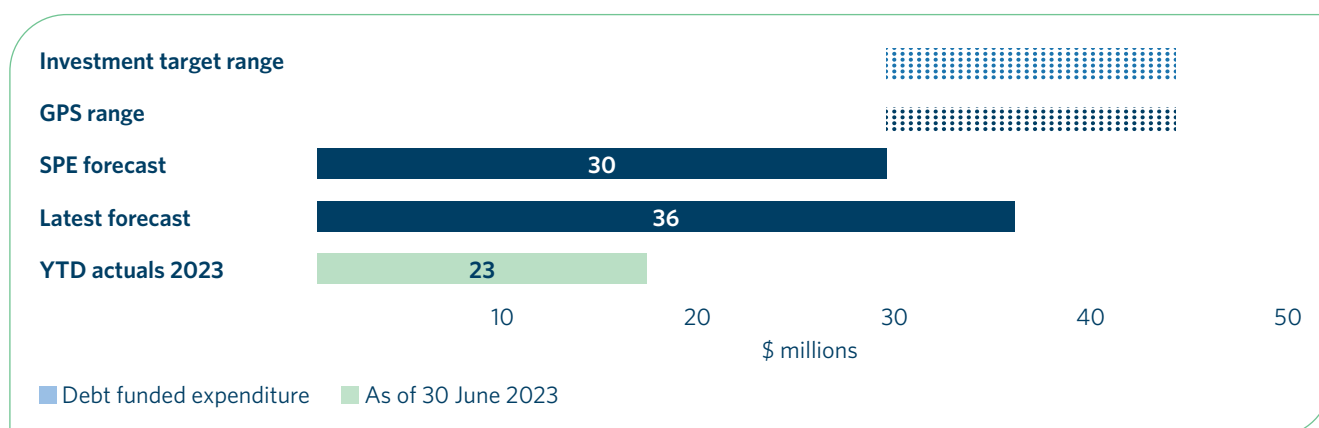
## Performance measures

Reference	Measure	Status	Target	2022/23 actual	2021/22 actual
IM1	Proportion of total cost of managing the investment funding allocation system to National Land Transport Programme expenditure	Achieved	≤1.1%	0.83%	0.86% <sup>B</sup>
<p>The 2022/23 actual for IM1 reflects the cumulative cost over the first two years of the 2021-24 NLTP. The methodology for IM1 was adjusted in quarter 3 this year to make the numerator and denominator used to calculate the measure result more comparable. See the explanatory notes on our website for more information: <a href="https://nzta.govt.nz/resources/annual-report-nzta">nzta.govt.nz/resources/annual-report-nzta</a></p>					

<sup>A</sup> This reflects the cumulative cost across the three years of the 2018-21 NLTP.

## Coastal shipping

### Expenditure



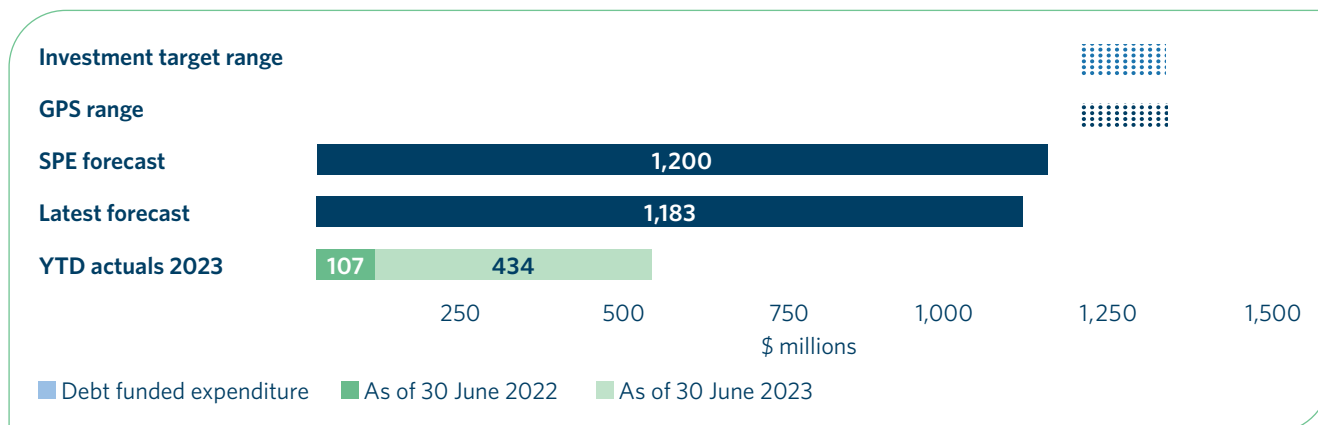
Coastal shipping expenditure was \$13 million (131 percent) below budget at the end of the second year of the 2021-24 National Land Transport Programme. The second year of coastal shipping has seen a re-timing of payment milestones for two of the four suppliers to align with revised delivery schedules for new vessels and services. The three-year coastal shipping forecast is set to meet the low end of the GPS range.

## Performance measures

Reference	Measure	Status	Target	2022/23 actual	2021/22 actual
CS1	Coastal shipping activities delivered and funded in accordance with contractual terms	Not achieved	Achieved	Not achieved	Achieved
<p>Two of the four suppliers implemented their new services as planned with additional vessels operational. The other two suppliers are behind plan. One of these suppliers is expected to have its services complete and implemented by June 2024, while the other may be delayed up to 6 months after 2024. We are working with that supplier on options to hasten delivery. The manufacture of a new vessel is taking longer than planned because additional time is needed to optimise the hull design and future proof the dual fuel engine.</p>					

# Rail network

## Expenditure



Rail network expenditure (funded by the National Land Transport Fund) was \$33 million (seven percent) below budget at the end of the second year of the 2021-24 National Land Transport Programme. KiwiRail re-aligned their programme baseline at commencement of the financial year with a revised expenditure target of \$370 million. The final result of planned works was \$407 million (\$37 million above budget) with track renewal targets being achieved. There was an additional \$27 million of unplanned expenditure on the North Island Weather Events Rail Reinstatement. This graph excludes reporting on KiwiRail’s use of \$21 million of funding from the Crown to support the rail network activity class.

## Performance measures

Reference	Measure	Status	Target	2022/23 actual	2021/22 actual
RN1 <i>Delivered by KiwiRail</i>	Amount of freight carried by rail	<b>Not achieved</b>	>4,420	3,928	New measure
	A subdued freight market towards the end of the financial year led to a lower than planned freight net tonne kilometres carried result. The subdued market was felt across all freight modes and at ports.				
RN2 <i>Delivered by KiwiRail</i>	Freight travel time reliability	<b>Not achieved</b>	90%	83%	86%
	The number of temporary speed restrictions and other network issues have impacted this result. KiwiRail continues to deliver the Rail Network Investment Programme to improve the condition of the network				