

The
NZTA
is the biggest investor in
public transport in New
Zealand

The NZ Transport Agency (NZTA) partners with approved organisations including regional and local authorities in investing in land transport network solutions on behalf of the government. We fully fund state highways, and contribute about half of funding for public transport, local roads, walking and cycling, and joint transport planning. We also co-invest in driver and vehicle licensing and in improving road safety. These investments are all made through the National Land Transport Programme.

Public transport - bus, rail, and ferry - are key travel choices for many New Zealanders. The NZTA is the biggest investor in public transport in New Zealand, and works with regional councils to ensure our combined investments keep improving services for the people who use them.

Public transport benefits many people (even those who don't use it) by relieving the effects of congestion, and raising property prices. It also helps get better value from the National Land Transport Programme¹, by allowing more people and freight to move through the transport network. Reflecting our whole network approach, we have further helped freight movements by making it possible for heavier and longer loads to travel on some routes.

But for more people to think of public transport as a viable and attractive travel option, we need to ensure it is as efficient and effective as possible. Through our investment in public transport, we aim to make it more affordable, reliable, accessible and easier to use.

Making public transport effective

To be successful, public transport must cater for people with very different needs, ranging from travel to the city centre for work (peak-period), to all-day access (off-peak), and to trips to local shops and community centres.

Public transport services must come often, at the right time, and give access to a wide range of destinations. And they must do all this while keeping up high numbers of fare-paying passengers so public transport pays a fair share of its operating costs. Success in achieving these goals relies on public transport being a part of one integrated transport network, so all travel modes work together.

Creating one network

We invest a lot of time and resources in integrated planning. To do this we recognise the importance of joined-up decision making with stakeholders on land use, transport planning, and investment. Public transport is a core part of the transport network and influences land use and urban design, and wider transport planning. Public transport also helps get the most value from investment in the transport network.

We use our planning and investment influence, as well as our network development, operations and rules, to help link public transport into one network. As the biggest single investor in New Zealand's land transport system, we are well placed to lead this joined up way of working. By applying this approach, and by working with our investment partners, we aim to make the most of every dollar invested.



¹ The National Land Transport Programme gives effect to the Government Policy Statement on Land Transport Funding, by setting out the land transport activities that the NZTA anticipates funding over the next three years.

Case study: Western Corridor Transportation Study and Plan

In 2004/05, the Wellington Western Corridor Transportation Study, which considered transport improvements between Peka Peka and Ngauranga found that providing only roading improvements, or only public transport improvements, would not meet future transport needs. In response, the 2006 Western Corridor Plan proposed a balanced package of public transport, travel demand management and road network improvements. In a nutshell:

Along the Western Corridor from Ngauranga to Otaki, State Highway 1 and the North Island Main Trunk railway line will give a high level of access and reliability for passengers and freight travelling both in and through the region.

This will be supported by local and regional connector routes. A high quality rail service will move commuters along this corridor in peak periods. Bus services and park and ride facilities will give more access for the community.

Traffic congestion on State Highway 1 will be managed at levels that balance the need for access against the ability to provide for peak demands, as well as balancing community impacts (eg noise and visual effects), and cost constraints. Best use of the network will be achieved by removing key bottlenecks. Effective safety measures will ensure no one is killed or injured as a result of network flaws.

The Western Corridor Transportation Study and Plan show our joined up way of working (see below) – linking land use, transport planning and investment, to get one integrated network:



Land use planning

Planning for current and future land use needs and aspirations at all scales from national level to neighbourhood level.

Includes:

- spatial planning at national, regional and local levels
- place-based planning and urban design
- landscape architecture
- resource and environmental planning.

Transport planning

Planning related to developing and operating multi-modal land transport activities, especially infrastructure and services. Includes:

- regional land transport programmes
- transport studies
- transport strategies and plans
- public transport plans
- project planning and delivery.

Transport investment

Investment in land transport activities by the NZTA and other central government agencies, local government and the private sector. Includes:

- National Land Transport Programme
- regional land transport programmes
- long-term council community plans
- financial contributions
- third party cost sharing agreements.