



NZ Transport Agency Waka Kotahi Performance Report

Quarter 3 2023/24

Copyright ©. This copyright work is licensed under the Creative Commons Attribution 4.0 International licence. In essence, you are free to copy, distribute and adapt the work, as long as you attribute the work to NZ Transport Agency Waka Kotahi and abide by the other licence terms. To view a copy of this licence, visit <http://creativecommons.org/licenses/by/4.0/>.

Disclaimer

NZTA has endeavoured to ensure material in this document is technically accurate and reflects legal requirements. However, the document does not override governing legislation. NZTA does not accept liability for any consequences arising from the use of this document. If the user of this document is unsure whether the material is correct, they should refer directly to the relevant legislation and contact NZTA.

More information

NZ Transport Agency Waka Kotahi

[Published August 2024](#)

[ISBN 978-1-991311-03-0](#)

If you have further queries, call our contact centre on 0800 699 000 or write to us:

NZ Transport Agency Waka Kotahi

Private Bag 6995

Wellington 6141

This document is available on the NZ Transport Agency Waka Kotahi website at www.nzta.govt.nz

Contents

Progress toward system outcomes	4
Non-financial performance summary	7
Performance measures	7
Significant activities	7
Significant capital projects	8
Financial performance summary	9
National Land Transport Fund net revenue	10
National Land Transport Programme	11
Enterprise top risks (subject to GPS 2024)	13
Appendix A: Performance measures	14
Appendix B: Significant activities	21
Appendix C: Significant capital projects	27

NZ TRANSPORT AGENCY PERFORMANCE REPORT: Q3 2023/24

This report provides an update on our progress toward the commitments set out in our statement of performance expectations (SPE) 2023/24 as at the end of quarter 3 2023/24 (31 March 2024).¹ Our SPE provides an annual view of how we'll deliver on our strategic direction Te kāpehu | Our compass, set out in the NZ Transport Agency Waka Kotahi statement of intent 2021–26 (SOI). A new SOI and SPE will be in place for the 2024/25 financial year to reflect the new Government Policy Statement on land transport 2024–2034 (GPS 2024).

Progress toward system outcomes

Our system outcomes are the four long-term changes to the transport system we are focusing on to realise our vision. We want a land transport system that is safe, environmentally sustainable, effectively and efficiently moving people and freight, and meeting current and future needs.

Meeting current and future needs

Maintaining the road network asset: Based on current delivery and forecasts, we anticipate total delivery of the summer maintenance programme this year to be circa. 95% of the total revised programme. We are also preparing to deliver an accelerated maintenance programme and are working to respond to the Minister's expectations for pothole repair and prevention.

NZTA together with its construction supply chain partners is moving at pace to implement the NZ Guide to Temporary Traffic Management, a new risk-based approach for temporary traffic management (TTM) across the state highway network. The guide is being applied to new capital contracts now, and we expect maintenance and operations contracts to transition from 2025 in line with the new Integrated Delivery Model.

Value for money: NZTA is working with the Ministry of Transport and the Road Efficiency Group to develop the performance and efficiency plan required by the draft Government Policy Statement on Land Transport 2024–2034 (draft GPS 2024). The plan will go to the NZTA Board for approval in June 2024. Key plan initiatives to improve value for money include the new business case approach, work to define the new scope and functions of the Road Efficiency Group and improvements to TTM.

As part of our ongoing efforts to improve effectiveness and efficiency, we set overall savings targets for 2024/25 and we have stopped programmes and activities as directed by government, returning funds to Vote Transport. In addition to baseline savings, Cabinet has also agreed to return surplus funding related to 2023/24 underspends and initiatives where decisions have previously been taken to end or descope work.

Our ongoing effectiveness and efficiency work has been formalised with an internal efficiency and effectiveness programme office set up and a director and programme team appointed. The programme has three workstreams: operations, technology and people (see significant activity 4.2 in appendix B for more on these workstreams). The programme will be aligned with the performance and efficiency plan required by the draft GPS 2024.

Delivering within a sustainable funding system: Our current funding system is constrained due to the combined impact of past under-investment in asset management, inflationary pressures on costs and more frequent extreme weather events.

We are working with The Treasury and MoT to implement the recommendations of the Land Transport Revenue Review. A Revenue Review Policy team has been established, led by MoT and NZTA, and will provide preliminary scope/findings to the Minister in June 2024.

Providing high quality regulatory services: Our regulatory activities are guided by Tū Ake, Tū Māia, our regulatory strategy, refreshed in 2022/23. Twelve of 14 quarterly regulatory measures, covering compliance monitoring activities and responding to non-compliance, are on track to meet their targets.

¹ Available at www.nzta.govt.nz/spe

We are not on track to meet targets for *Proportion of practical tests taken within 30 working days of booking (DLT2)* due to the removal of the re-sit fees for driver tests putting significant increased demand on rebooking and, in turn, the wait times. A driver licensing fee review has been initiated, centred around the re-introduction of re-sit fees (for the third and every subsequent test). A cost recovery impact statement has been drafted and will be considered by the Regulatory Impact Assessment Panel before the end of May 2024. NZTA has implemented several operational interventions to reduce wait times and is briefing the Minister on these weekly. See appendix A for the detail of these interventions.

Proportion of non-compliance actions for rail participants that are progressed within acceptable timeframes (RTS1) is also not on track as we continue to recover from Q2 where 6 of the 7 remedial actions were not submitted to NZTA within the timeframes.

Providing a safe and secure channel for customers to self-serve and interact with NZTA: The NZTA Application (Consumer Hub) is a mobile app developed that will provide a single place for customers to interact with NZTA. The beta version of the app has been launched to the public for testing and feedback ahead of the full public launch scheduled for June.

Partnering and engaging with Māori: We saw improvements to most of the strategic relationship drivers that we ask our Māori partners about as part of our Māori partnerships engagement survey. For example, compared to 2023, 2024 results show a 14% increase in the number of survey respondents who agree that NZTA can be relied on to deliver what we say we will (61%, up from 47%), a 13% increase in the number who agreed that NZTA is culturally aware and competent (56%, up from 43%) and a 12% increase in the number who agreed that NZTA provides sufficient time, funding and resource to help foster the relationship.

We are also working toward improving how we engage Māori in national-level decisions relating to funding from the National Land Transport Fund, which is a legislative requirement. NZTA has begun the process of building a relationship with the National Iwi Chairs Forum. A key first step will be developing a relationship agreement to frame the relationship.

Effectively and efficiently moving people and freight

Keeping communities connected in response to severe weather events: Work continues in affected regions to complete the recovery programmes on local roads and state highways. This has involved significant works such as the SH1 Brynderwyn's closure and multiple work sites on the East Coast.

To improve results for our measure *The proportion of unplanned road closures resolved within standard timeframes*, year work has started across the regions to embed the memorandum of understanding (MoU) on incident management into the processes of emergency services and NOC contractors. The MoU adopts 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, to reduce the time that roads are closed following an incident.

Investing in infrastructure to improve transport outcomes: We continue to work with our partners to progress delivery of rapid transit in Auckland. We briefed the Minister on the Waitemata Harbour Connections and North West Rapid Transit projects in Auckland. A decision was reached for the Airport to Botany Notices of Requirement, which is now entering the appeals phase. The detailed business case for Te Ara Hauāuru Northwest Rapid Transit is progressing well with the emerging preferred option confirmed and presented to the NZTA Board.

Regional programme business cases have been included in the state highway proposal for 2024 – 27 which, if approved, will be used to update the corridor management plans. Regular reviews of landholdings continue to be undertaken to confirm if the requirement to hold property still exist. If the requirements change, then land is disposed of through the Crown Land Disposal Process. This quarter we have undertaken disposal investigations of the Eastern Corridor Properties, and Grafton Gully land holdings, both reviews resulted in ongoing justification to retain holdings.

Improving freight networks: We continue to implement our freight action plan to improve connections and the movement of freight across the country, while reducing emissions in line with Emissions Reduction Plan targets. We are updating the plan to reflect the draft GPS 2024 and Freight and Supply Chain strategy.

Encouraging the use of public transport and active modes: Our user experience score for public transport and active modes is above year-end target at the end of the quarter, sitting at 57% for public transport and 69% for active modes.

We are working with our partners to make public transport easier and more accessible through the National Ticketing Solution (NTS). The establishment and design have been completed and the build/testing is underway. The testing of the solution is progressing well. In parallel, activities are underway for the establishment of the transport ticketing and payments function, as well as finalising customer change strategies.

Safe

Making the transport system safer: We continued to work with the Ministry of Transport (MoT), New Zealand Police and our local partners to reduce deaths and serious injuries on the land transport network.

The rolling 12-month total of deaths and serious injuries (DSIs) was 2,760. DSIs occurring where the speed limit does not align with the safe and appropriate speed, and DSIs in head-on, run-off-road and intersection crashes remain above the targets set in our SPE. Changes in government direction mean that we are no longer delivering speed management in line with the targets set out in our SPE. Going forward we'll need to align with the government's new approach to speed limits including the new Setting of Speed Limits Rule that will be developed.

DSIs from crashes involving vehicles with low safety ratings or associated with behavioural risk factors (use of alcohol and other drugs and the impact of driver fatigue and distraction) are forecast to be below the target level set out in our SPE.

Planned activities for speed management are:

- progress intersection and school speed changes as approved by the Director of Land Transport
- continue to correlate the top 10% of highest risk roads with current state public acceptance in anticipation of progressing change in these areas under the new rule.

Preparations are on track to start the transfer of existing safety cameras from NZ Police. NZTA will take responsibility for power and data contracts in April 2024, camera leases on 1 July 2024 and transfer the first NZ Police camera in August 2024.

The number of hours mobile cameras are deployed (delivered by New Zealand Police) is below target and unlikely to improve by year-end. Vehicle faults and staff being deployed to other tasks are resulting in targets not being reached.

The significant incident frequency rate for our staff and contractors increased slightly from Q2 to Q3. The total number of significant incidents reported increased in the quarter, with more than half of them involving near misses. This is a positive trend, as it shows that more projects or worksites are reporting near misses than injuries.

Environmentally sustainable

Recovery from the impacts of the North Island Weather Events: We continue to work on delivering local road and state highway recovery programmes in regions affected by severe weather events. This has involved significant work, including on SH1 Brynderwyn's closure where work is ongoing due to repair multiple locations of damage and cut into the hillside, removing unstable slopes and providing additional space for future works. On the East Coast there are multiple work sites on SH2, SH5 and SH35 for repairs such as culvert replacements or drop out repairs. We have requested further funding via Budget 2024 to complete the recovery phase.

NZTA is using its Strategic Recovery Framework to support a long-term strategic approach to cyclone recovery. The framework guides how we make recovery decisions in the event of widespread damage on the network, (eg Cyclones Hale and Gabrielle). It recognises that there are a range of choices that can be made in the post event recovery context, from not repairing a connection at all, through to significant upgrades, and that there is an opportunity to include climate resilience improvements as we recover.

Climate risk assessment: We are participating in transport sector climate related scenarios (due for completion early 2024) that will inform risk assessment, strategy and decision making on climate change.

We are preparing to undertake an enterprise climate risk assessment to enable us to better understand future revenue requirements and prioritise responses to climate related risk.

Reducing our emissions or alignment with Carbon Neutral Government Programme requirements: Work is progressing on a detailed carbon reduction plan and carbon reduction targets for supply chain emissions as required by the Carbon Neutral Government Programme. These are expected to be delivered in Q4 2023/24.

Non-financial performance summary

Performance measures

System outcome measures: 6 of 14 system outcome measures are on track to meet their year-end targets.

Seven of 14 system outcome measures are not on track to meet year-end targets. Appendix A provides detailed information on these measures.

Output class measures: 14 of 19 output class measures are on track to meet year-end targets.

Five of 19 output class measures are not on track to meet year-end targets and are not expected to recover by year-end. Appendix A provides detailed information on these measures.

Table 1 – Performance measure status against target at Q3 2023/24

Type of measures	On track to meet target	Not on track but likely to recover	Not on track and unlikely to recover	Unable to report this quarter
System outcome measures	6 (43%)	0 (0%)	7 (50%)	1 (7%)
Output class measures	14 (74%)	0 (0%)	5 (26%)	0 (0%)
Total	20 (61%)	0 (0%)	12 (36%)	1 (3%)

Significant activities

At the end of quarter 3, 17 of 24 significant activities were on track to deliver their year-end milestones. Of the remaining six activities, three are likely to recover by year-end.

Three activities were stopped in response to government direction. Appendix B provides more information on significant activities.

Table 2 – Significant activity ratings at Q3 2023/24

Type of activities	On track to be delivered	Not on track but likely to recover	Not on track and unlikely to recover	Stopped in response to government direction
Significant activities	17 (71%)	3 (12%)	4 (17%)	3

Significant capital projects

Four of 16 significant capital projects are on track to deliver their annual SPE milestones.² We have made significant progress across a number of projects despite the challenging operating environment we continue to work in. Milestones achieved during this quarter include:

- Completing and opening to traffic the new SH10 Kaeo Bridge and SH1 Tinwald Corridor Improvements
- Opening of the new purpose-built Rowing and Waterski Clubs Building, Waimarino, delivered as part of the Ngauranga to Petone Walking and Cycling project
- Completing the Cambridge Road bridge of the SH2 Takitimu North Link Stage 1 project
- Commencing construction of SH29 Tauriko Enabling Works and SH1 Levin to Foxton safety improvements
- Selecting the preferred alliance partners for Ōtaki to North of Levin
- Ramping up of the SH25/SH2 Coromandel Recovery Programme with work underway at five sites
- Completed the business cases for State Highway 2 and 5 outlining a prioritised programme of activities to increase the service level resilience of these critical corridors. Both were endorsed by the NZ Transport Agency (NZTA) Board and are part of the recovery bid for funding in 2024.

Of the remaining 12 projects, 2 are likely to recover by year-end.³ There is considerable pressure in delivering committed projects due to limited internal resource and supplier capacity. This is expected to intensify as we accelerate delivery of government priority projects while continuing to deliver projects that have already been committed in the 2021–24 NLTP. We continue to experience unprecedented cost challenges (property, materials, labour).

Appendix C provides more information on projects that are off track.

The Let's Get Wellington Moving Transformational Programme has been stopped due to the government's direction.

Table 3 – Significant capital project ratings at Q3 2023/24⁴

Type of projects	On track to meet milestones	Not on track but likely to recover	Not on track and unlikely to recover	Stopped in response to government direction
Significant capital projects	4 (25%)	2 (12.5%)	10 (62.5%)	1









² This statement in the quarter 3 report was incorrect due to incorrect assessment of progress against SPE milestones for some projects (see appendix C for detail of these projects). **Corrected statement:** At the end of quarter 3, 7 out of 16 projects were on track to deliver their year-end milestones. Two were not on track but likely to recover, 6 were not on track and unlikely to recover, 1 was on hold awaiting government direction and 1 had been stopped in response to government direction.

³ This statement in the quarter 3 report was incorrect due to incorrect assessment of progress against SPE milestones for some projects. **Corrected statement:** Of the remaining 9 projects, 2 are likely to recover by year-end.

⁴ See footnotes 2 and 3.

Financial performance summary

Three of eight key financial items are on track for nine months ended 31 March 2024.

 <p>National Land Transport Fund cash balance The balance reflects the current funds available to manage our short-term cash flows.</p> <p>\$245 million</p>	 <p>National Land Transport Fund net revenue⁵ Year-to-date revenue is 7% below budget. At a total revenue level, lower NLTF revenue is offset by Crown NIWE funding. However, given the “ringfenced” nature of NIWE funding, lower underlying land transport revenue is a concern.</p> <p>\$199 million below budget</p>
 <p>National Land Transport Programme and Crown-funded expenditure NLTF funded expenditure is \$335 million (8%) above budget mainly from state highways maintenance and improvements and local road maintenance. Crown funded expenditure is \$453 million (37%) below budget, mainly from the NZ Upgrade Programme and Climate Emergency Response Fund activities.</p> <p>\$118 million below budget</p>	 <p>National Land Transport Programme activity classes On current forecasts, activity classes at risk of exceeding their investment targets are:</p> <ul style="list-style-type: none"> • State highway improvements • State highway maintenance • Local road maintenance • Coastal shipping is unlikely to meet the bottom of the range. <p>4 of 11 not on track</p>
 <p>Operational revenue and expenditure Operational expenditure is below forecast year to date. The full year position remains tight, although cost savings measures are slowing spend. Commissions remain over forecast.</p> <p>Operating expenditure \$1.3 million below forecast</p>	 <p>Memorandum accounts The estimated combined memorandum accounts balance is -\$45m including Section 9(1a) funding (1% worse than forecast). Revenue is significantly up from pre the Fees and Funding changes. However, commissions are significantly higher than assumed in the fees and funding work.</p> <p>\$0.7 million worse than forecast</p>
 <p>Debt management Two debt management ratios are within the agreed operating ranges. The annual debt servicing cost / annual discretionary expenditure ratio for the 12 months to June 24 is forecast to be ca. 50% vs. normal operating range of < 33%. This is driven by a higher reliance on borrowings in the final year of the NLTP and increased expenditure.</p> <p>One ratio out of range</p>	 <p>Long-term liabilities The total long-term funding liability incorporates specific loan packages, public-private partnership commitments and the derivative financial liabilities. We are compliant with all loan conditions.</p> <p>\$4,674.9 million total liability</p>

⁵ To improve transparency, we have adjusted the dashboard to focus on underlying NLTF revenue i.e. before the impact of NIWE which masks underlying trends.

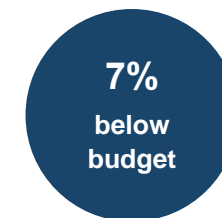
Key:  On track  At risk  Action required
 Improving trend  Neutral trend  Reducing trend

National Land Transport Fund net revenue

National Land Transport Fund (NLTF) net revenue is \$215 million (6%) above budget. Lower than budgeted fuel excise duty and road user charges revenue is offset by higher Crown funding.

- Total FED and RUC is \$199 million (7%) below budget, reflecting lower activity.
- Other NLTF Revenue is \$15 million (28%) below budget due to lower property disposal income reflecting the soft property market and project delays. The position is unlikely to change by 30 June.
- Crown funding is \$429 million (85%) above budget, driven by NIWE.

Summary



NLTF Revenue \$199m below budget

	MONTH		YEAR TO DATE				FULL YEAR		NLTP 2021–24	
	Actual	Budget	Actual	Budget	Variance	Var	Forecast	Budget	Forecast	Budget
	\$m	\$m	\$m	\$m	\$m	%	\$m	\$m	\$m	\$m
Fuel excise duty	151	182	1,377	1,442	(65)	(4%)	1,826	1,905	4,859	6,525
Road user charges	156	178	1,305	1,439	(134)	(9%)	1,777	1,901	4,967	5,956
Crown temp tax reduct.	0	0	0	0	0	0%	0	0	1,795	0
Total FED and RUC	307	360	2,682	2,881	(199)	(7%)	3,603	3,806	11,615	12,481
MV registration & Lic	17	18	175	174	1	1%	245	233	715	686
Other revenue	8	6	39	54	(15)	(28%)	70	72	218	0
Less disbursements ⁶	(1)	(1)	(10)	(9)	(1)	14%	(19)	(14)	(55)	0
NLTF revenue	331	383	2,886	3,100	(214)	(7%)	3,898	4,097	12,494	13,167
Crown Funding NIWE/PT ⁷	82	33	668	241	427	177%	870	336	1,260	0
Crown Funding (RNIP)	34	29	263	261	2	1%	349	347	863	834
Crown revenue	116	62	931	502	429	85%	1,219	683	2,123	834
Total NLTF net revenue	447	445	3,817	3,602	215	6%	5,117	4,780	14,617	14,001

⁶ Disbursements relate to FED/RUC administration, forecasting and strategy, and Waka Kotahi regulatory function (section 9(1a) and 9(2)).

⁷ Crown funding for NIWE recovery.

National Land Transport Programme

(Funded from the National Land Transport Fund and Crown-funded expenditure)

National Land Transport Fund (NLTF) expenditure is \$335 million (8%) above budget. High outgoings on state highways and local road maintenance, is offset by lower spending on other output classes. Emergency works and cost escalation is placing a high funding demand on road maintenance.

Specific Crown-funded projects expenditure is \$453 million (37%) below budget. Spending on the NZ Upgrade Programme and Climate Emergency Response Funded projects were lower than budgeted. The NZUP variance is largely a timing issue and expenditure is expected to pick-up in the 2024/25 year. The CERF variance is largely caused by the cessation of a significant portion of CERF related approvals following the Government policy change.

	MONTH		2023/24 YEAR TO DATE				2023/24 FULL YEAR		NLTP 2021–24	
	Actual	Budget	Actual	Budget	Variance		Forecast	Budget	Forecast	Budget ⁸
	\$m	\$m	\$m	\$m	\$m	%	\$m	\$m	\$m	\$m
State Highway improvements	54	80	595	586	(9)	(2%)	817	907	2,788	2,640
Local road improvements	22	19	110	122	12	10%	160	204	422	671
Walking and cycling improvements	16	21	130	137	7	5%	221	238	530	618
State Highway maintenance	167	112	1,221	826	(395)	(48%)	1,717	1,146	3,708	2,805
Local road maintenance	118	82	808	657	(151)	(23%)	1,256	981	3,039	2,339
Public transport services	36	49	345	376	31	8%	536	527	1,464	1,330
Public transport infrastructure	56	47	347	382	35	9%	464	590	1,355	1,699
Road to Zero	96	86	668	729	61	8%	958	1,019	2,432	2,673
Coastal shipping	2	1	2	10	8	80%	3	13	26	30
Investment management	5	9	41	76	35	46%	90	100	215	262
Rail	60	45	388	401	13	3%	443	534	1,185	1,200
NLTP approved expenditure	632	551	4,655	4,302	(353)	(8%)	6,665	6,259	17,164	16,267
Housing Infrastructure Fund (LRI) ⁹	1	4	11	29	18	62%	40	40	186	308
NLTF funded expenditure	633	555	4,666	4,331	(335)	(8%)	6,705	6,299	17,350	16,575
Crown Infrastructure Partners	4	3	41	21	(20)	(95%)	32	32	161	127
Kaikoura earthquake response	0	0	1	0	(1)	(100%)	0	0	1	5

⁸ The original budget set at the start of the NLTP 2021-24 period.

⁹ The three-year Housing Infrastructure Fund forecast has been reduced from \$308 million to \$186 million to reflect a lower level of expected spend from councils.

	MONTH		2023/24 YEAR TO DATE				2023/24 FULL YEAR		NLTP 2021–24	
	Actual	Budget	Actual	Budget	Variance		Forecast	Budget	Forecast	Budget ⁸
	\$m	\$m	\$m	\$m	\$m	%	\$m	\$m	\$m	\$m
SuperGold card	0	0	36	36	0	0%	36	36	100	98
COVID-19 fund (PT farebox)	10	0	18	0	(18)	(100%)	1	1	146	44
NZ Upgrade Programme ¹⁰	58	99	431	754	323	43%	663	1,038	1,467	2,584
Supporting Regions Programme	6	3	27	23	(4)	(17%)	32	32	141	201
Climate Emergency Resp. Fund ⁷	23	46	128	308	180	58%	186	478	209	616
Ngauranga to Petone	3	2	25	14	(11)	(79%)	21	21	42	21
Eastern Busway	7	2	64	18	(46)	(256%)	29	29	60	29
Regional resilience ⁷	0	5	0	35	35	100%	37	55	37	55
Retaining/recruiting bus drivers	2	4	11	26	15	58%	39	39	39	39
Crown funded expenditure	113	164	782	1,235	453	37%	1,076	1,761	2,403	3,820
NLTP & Crown expenditure	746	719	5,448	5,566	118	2%	7,781	8,060	19,753	20,394

¹⁰ The Crown forecast has changed for:

NZUP – A reduction of \$375 million. Joint Ministers have approved a request to transfer funding to outer years.

CERF – A reduction of \$292 million due to the cessation of the Transport Choices funding by Crown.

Regional resilience – A reduction of \$18 million. Joint Ministers have approved a request to transfer funding to outer years.







Enterprise top risks (subject to GPS 2024)

- We completed the quarter 3 review of enterprise top risks which will be workshopped with the Board in the joint ELT/Board six-monthly risk review on 18 June.
- No new risks or increase in risk ratings have emerged this quarter. NZTA is in a period of adjustment to meet government direction and undertaking change to meet priorities, efficiency and effectiveness targets. This transition and current economic and global environmental factors naturally heighten inherent people, fraud, delivery and change risks which are being monitored and managed carefully.
- NZTA top risks have been updated and refreshed. Deep dives into funding sustainability and critical infrastructure top risks have been completed.

Appendix A: Performance measures



System outcome measures

Measures on track to achieve the year-end target


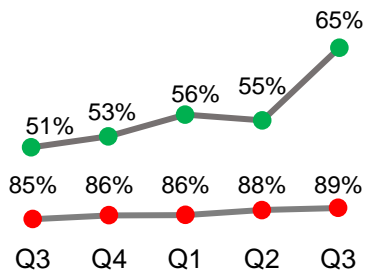

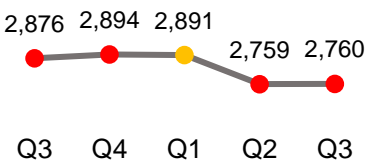
Measure name	Target (30 June 2024)	Result	Status (vs. target)
DEL4 Quality of regulatory activity – Percentage of regulatory activity that conforms to key decision-making criteria	>85%	97.6%	
ENV2 Proportion of the light vehicle fleet that are low/no carbon vehicles	>0.59%	2.4%	
IPOE1 The percentage of projects that are undergoing an Infrastructure Sustainability Council (ISC) rating are progressing on track to achieve an Infrastructure Sustainability (IS) rating	≥75%	100%	
MOVE2 User experience of transport network by mode	Public transport ≥54% Active modes ≥62%	Public transport ≥57% Active modes ≥69%	
SRUC1 Number of deaths and serious injuries associated with behavioural risk factors	<632 ¹¹	589 ⁸	
SV1 Number of deaths and serious injuries involving a vehicle with a low safety rating	<745 ⁸	632 ⁸	

¹¹ Cumulative result

Measures not on track or unable to report


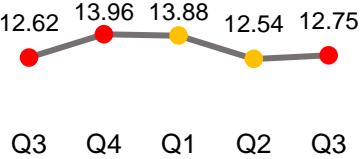

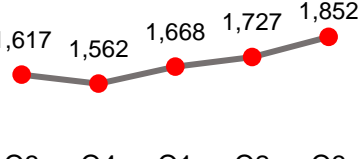

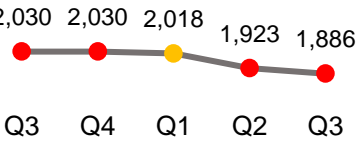
Measure name	Target (30 June 2024)	Result	Status (vs. target)	Quarterly trend (Q3 2022/23 to Q3 2023/24)	Cause and response												
DEL2 Waka Kotahi investor confidence rating (ICR) – (rating scale from A to E, with an A signalling high performance)	Above 'C' rating	Unable to report	N/A		Cabinet has approved the discontinuation of the Investor Confidence Rating scheme. New investment assurance mechanisms are in place including the quarterly investment report and The Treasury risk profile assessment process.												
DEL3 Ease of transacting with Waka Kotahi (based on the Waka Kotahi customer journey monitor survey) ¹²	≥63%	62%		<table border="1"> <caption>Quarterly trend for DEL3</caption> <thead> <tr> <th>Quarter</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Q3</td> <td>62%</td> </tr> <tr> <td>Q4</td> <td>62%</td> </tr> <tr> <td>Q1</td> <td>61%</td> </tr> <tr> <td>Q2</td> <td>61%</td> </tr> <tr> <td>Q3</td> <td>62%</td> </tr> </tbody> </table>	Quarter	Percentage	Q3	62%	Q4	62%	Q1	61%	Q2	61%	Q3	62%	<p>The score for ease of transacting with NZTA hasn't changed significantly over the last year and continues to be slightly below the 2023/24 target.</p> <p>We can see an improvement in the renewal of driver's licence and road user charges, but this has been offset by a decline in the result for contacting NZTA regarding a problem or question relating to the state highway roading network. Driver licence wait times and test bookings are also being monitored closely after experiencing high demand and increased wait times due to the recent changes in October 2023. This may also be negatively impacting the customer's ease of transacting with NZTA.</p> <p>The current roading network conditions are one of the top two drivers of complaints through the customer contact centre. The customer experience is being impacted by the delay in responses from our roading contractors. We are actively working to review the roading network complaints process, specifically pothole complaints.</p> <p>We are developing a customer experience sub-strategy, process mapping and service design to ensure a customer focus and continuous improvements are embedded across the business.</p>
Quarter	Percentage																
Q3	62%																
Q4	62%																
Q1	61%																
Q2	61%																
Q3	62%																
MRFN1 Interpeak predictability of travel times on priority freight routes	≥93%	88.3%		<p>12mth rolling results: 2023/24 Q2 – 84.9% 2023/24 Q1 – 78.2%</p> <p>Target not achieved by year end 2022/23 (75%)</p>	The result is below target has been affected by the impacts of weather events from February and March 2023.												

¹² The reported Q2 2022/23 result has been revised from 63% to 62% (due to a rounding error).

Measure name	Target (30 June 2024)	Result	Status (vs. target)	Quarterly trend (Q3 2022/23 to Q3 2023/24)	Cause and response																		
RES1 (SHM4) The proportion of unplanned road closures resolved within standard timeframes ¹³	Weather events ≥50% Other events ≥90%	Weather events 65% Other events 88.6%		 <table border="1"> <caption>Quarterly trend data for RES1</caption> <thead> <tr> <th>Quarter</th> <th>Weather events (%)</th> <th>Other events (%)</th> </tr> </thead> <tbody> <tr> <td>Q3 2022/23</td> <td>51%</td> <td>85%</td> </tr> <tr> <td>Q4 2022/23</td> <td>53%</td> <td>86%</td> </tr> <tr> <td>Q1 2023/24</td> <td>56%</td> <td>86%</td> </tr> <tr> <td>Q2 2023/24</td> <td>55%</td> <td>88%</td> </tr> <tr> <td>Q3 2023/24</td> <td>65%</td> <td>89%</td> </tr> </tbody> </table>	Quarter	Weather events (%)	Other events (%)	Q3 2022/23	51%	85%	Q4 2022/23	53%	86%	Q1 2023/24	56%	86%	Q2 2023/24	55%	88%	Q3 2023/24	65%	89%	<p>The target was met for weather-related closures with the result improving from quarter 2. While the total number of weather events causing closures has increased over the last four years, the percentage of closures resolved within target timeframes has increased over this period.</p> <p>The target for all other event types wasn't met, although there has been a slight improvement in performance over the last year. Road crashes remain the predominant cause of closures due to other event types. Factors that contribute to delays in resolving road closures caused by crashes include weather conditions, injury status, emergency services requirements, investigation time required, and vehicles involved.</p> <p>Activities underway to improve performance include the following.</p> <ul style="list-style-type: none"> • Monthly reporting that provides regional managers with oversight of resolution of unplanned closures in their regions. • Beginning work to embed our updated memorandum of understanding (MoU) on incident management with the NZ Police, Fire and Emergency NZ, St John Ambulance and Wellington Free Ambulance. Under the updated MoU, 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.
Quarter	Weather events (%)	Other events (%)																					
Q3 2022/23	51%	85%																					
Q4 2022/23	53%	86%																					
Q1 2023/24	56%	86%																					
Q2 2023/24	55%	88%																					
Q3 2023/24	65%	89%																					
SAFE1 Deaths and serious injuries	<2,306 ¹⁴	2,760 ¹¹		 <table border="1"> <caption>Quarterly trend data for SAFE1</caption> <thead> <tr> <th>Quarter</th> <th>Deaths and serious injuries</th> </tr> </thead> <tbody> <tr> <td>Q3 2022/23</td> <td>2,876</td> </tr> <tr> <td>Q4 2022/23</td> <td>2,894</td> </tr> <tr> <td>Q1 2023/24</td> <td>2,891</td> </tr> <tr> <td>Q2 2023/24</td> <td>2,759</td> </tr> <tr> <td>Q3 2023/24</td> <td>2,760</td> </tr> </tbody> </table>	Quarter	Deaths and serious injuries	Q3 2022/23	2,876	Q4 2022/23	2,894	Q1 2023/24	2,891	Q2 2023/24	2,759	Q3 2023/24	2,760	<p>While performance improved for some Road to Zero output class measures (RTZ4 and RTZ7), the overall package of Road to Zero actions required to meet this target was not fully delivered. This has been affected by changing government direction on speed management.</p> <p>At time of reporting, we await details of the government's new road safety strategy. The current target is based on Road to Zero.</p>						
Quarter	Deaths and serious injuries																						
Q3 2022/23	2,876																						
Q4 2022/23	2,894																						
Q1 2023/24	2,891																						
Q2 2023/24	2,759																						
Q3 2023/24	2,760																						

¹³ Q3 2022/23 weather events has been revised from 52% to 51%.

¹⁴ Cumulative result

Measure name	Target (30 June 2024)	Result	Status (vs. target)	Quarterly trend (Q3 2022/23 to Q3 2023/24)	Cause and response
SAFE2 Significant incident frequency rate (SIFR) ¹⁵	<10.0	12.75		 <p>12.62 13.96 13.88 12.54 12.75</p> <p>Q3 Q4 Q1 Q2 Q3</p>	<p>The total number of significant incidents reported increased by 55%, particularly for contractors or delivery partners for maintenance and operations and capital projects. More than half of significant incidents reported this quarter involved near misses. The top 3 hazards reported by our contractors relate to working in and around live traffic, driving and mobile plant and equipment.</p> <p>Delivery of safety assurance and monitoring activities is starting to ramp up and we are developing a better understanding of the challenges faced by contractors or delivery partners, which will allow us to better tailor our support. We also continue to implement our health, safety and wellness plans, which include increasing our leaders' involvement in safety activities and reviews, and actively collaborating with our delivery partners to uplift safety standards across the industry.</p>
ST11 Number of deaths and serious injuries where the speed limit does not align with the safe and appropriate speed	<1,130 ¹¹	1,852 ¹¹		 <p>1,617 1,562 1,668 1,727 1,852</p> <p>Q3 Q4 Q1 Q2 Q3</p>	<p>The number of speed limit changes on the highest risk parts of the network has slowed considerably, particularly on state highways.</p> <p>This target will need to be reviewed given the significant changes in government policy for speed management.</p>
ST12 Number of head-on, run-off-road and intersection deaths and serious injuries	<1,585 ¹¹	1,886 ¹¹		 <p>2,030 2,030 2,018 1,923 1,886</p> <p>Q3 Q4 Q1 Q2 Q3</p>	<p>While the delivery rate of primary Safe System infrastructure treatments (median barriers and roundabouts) has improved, it has not been at a sufficient rate to further reduce this category of DSIs.</p> <p>Delivery will continue, but as the pace and scale is uncertain until the GPS 2024 is finalised this target will need to be reviewed.</p>

Output class measures



Measures on track to achieve year-end target


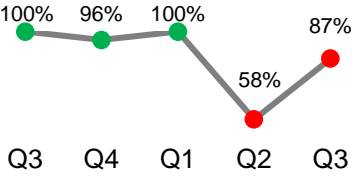

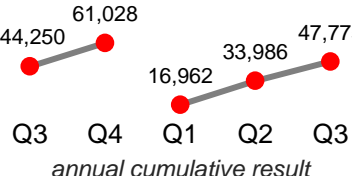

¹⁵ Q2 2022/23 changed from 10.67 to 10.87 (due to changes to historical data).

Measure name	Target (30 June 2024)	Result	Status (vs. target)
CTO1 Proportion of non-compliance actions for commercial operators that are progressed within acceptable timeframes	95%	100%	●
CTO2 Number of compliance monitoring activities completed for commercial transport service licence holders and commercial drivers (classes 2-5)	3,400 ¹⁶	4,020 ¹³	●
CTO3 Proportion of transport service licenses and permitting applications completed within the specified timeframes	95%	97%	●
DLT1 Proportion of non-compliance actions for driver licence course providers and testing officers that are progressed within acceptable timeframes	95%	96%	●
DLT3 Number of compliance monitoring activities for driver licensing and testing course providers	50 ¹³	137 ¹³	●
IM1 Proportion of total cost of managing the investment funding allocation system to National Land Transport Programme expenditure	≤1.1%	0.77%	●
REV2 Proportion of refunds processed within 20 days	85%	99%	●
REV3 Number of road user charges compliance monitoring activities completed for all road users	90 ¹³	159 ¹³	●
RTS2 Number of compliance monitoring activities completed for rail licence holders	50 ¹³	45 ¹³	●
RTS3 Proportion of ordinary safety assessments completed for rail licence holders within specified timeframes	95%	100%	●
RTZ4 Number of passive breath tests conducted	3,000,000 ¹³	2,624,045 ¹³	●
RTZ6 Proportion of road safety advertising campaigns that meet or exceed their agreed success criteria	86%	94%	●
VSC1 Proportion of non-compliance actions for vehicle inspecting organisations, vehicle certifiers and vehicle inspectors that are progressed within acceptable timeframes	95%	99%	●
VSC2 Number of compliance monitoring activities completed for inspecting organisations and vehicle inspectors	3,500 ¹³	3,661 ¹³	●

Measures not on track to achieve year-end target

¹⁶ Cumulative result





Measure name	Target (30 June 2024)	Result	Status (vs. target)	Quarterly trend (Q3 2022/23 to Q3 2023/24)	Cause and response
CS1 Coastal shipping activities delivered and funded in accordance with contractual terms	Achieved	Not all coastal shipping milestones have been achieved in accordance with contractual terms.		Target not achieved by year end 2022/23	<p>One of the four coastal shipping suppliers is no longer proceeding with their proposal and as such not all activities will be delivered in accordance with contractual terms.</p> <p>The one supplier that is unable to proceed is due to the complexities with the detailed design for its new vessel.</p>
DLT2 Proportion of practical tests taken within 30 working days of booking	>63%	47%		Q2: 80% Q1: 91%	<p>On 1 October 2023, the re-sit fees for driver licence tests were removed. Since then, we have seen demand for tests rise significantly. This has resulted in longer wait times and poorer booking availability for restricted and full driver licence tests.</p> <p>A driver licensing fee review has been initiated, centred around the re-introduction of re-sit fees (for the third and every subsequent test). A cost recovery impact statement has been drafted and will be considered by the Regulatory Impact Assessment Panel before the end of May 2024.</p> <p>NZTA has implemented several operational interventions to reduce wait times and is briefing the Minister on these weekly. We are also continuing to investigate new interventions. Deployed interventions include:</p> <ul style="list-style-type: none"> overtime for driver testing officers (DTOs) temporary surge support from NZTA staff for training DTOs increased onboarding of DTOs (enabled by additional recruitment and training courses) increased education and comms (signage informing people to prepare, text messages at 24 and 48 hours prior to a test) additional theory testing booths and increased testing operating hours at many theory testing sites implementation of a 10 working-day stand-down after two theory test fails.






RTS1 Proportion of non-compliance actions for rail participants that are progressed within acceptable timeframes	95%	87%		 <p>100% 96% 100% 58% 87%</p> <p>Q3 Q4 Q1 Q2 Q3</p>	<p>We continue to recover from the quarter 2 results, where 6 of the 7 remedial actions were not submitted to NZTA within the timeframes causing a significant drop in the 12-month rolling average. While the deadline was missed, all necessary information was provided shortly afterwards, and the substantive compliance work had been done.</p>
RTZ5 Number of hours mobile cameras are deployed (reflecting NZ Police delivery)	≥80,000¹⁷	47,775¹⁴		 <p>44,250 61,028 16,962 33,986 47,775</p> <p>Q3 Q4 Q1 Q2 Q3</p> <p><i>annual cumulative result</i></p>	<p>The number of hours mobile cameras are deployed (delivered by New Zealand Police) is below target and unlikely to improve by year-end. Vehicle faults and staff being deployed to other tasks are resulting in targets not being reached.</p>
RTZ7 Kilometres of high-risk roads addressed through speed management	≥3,500km¹⁴	1,972km¹⁴		<p>Q2: 1,913 km Q1: 1,885 km</p>	<p>Government direction has changed since the target for RTZ7 was set as part of the 2023/24 SPE. We await further direction from the government on its new approach to speed management.</p> <p>Of the 1,972 km of high-risk roads addressed through speed management, 949 km of speed changes were made on local roads and 1023 km were made on state highways.</p>




¹⁷ cumulative result






Appendix B: Significant activities

Significant activities where performance is on track







Significant activity	Status	Progress update
<p>1.2 Investigate a harm prevention approach to target known road safety and compliance risks and support best practice for work-related safety on the road.</p>		<p>Procurement plans are being developed for the new road safety organisation.</p> <p>This quarter we awarded a contract to the preferred supplier to develop a harm reduction action plan. As part of the Heavy vehicle Accreditation Scheme (TruckSafe), we are also in the negotiation and contract development phase with the NZ Trucking Association.</p> <p>The Road Freight Safety Group (formally the Road Freight Safety Partnership) continues with more associations expressing interest in joining.</p>
<p>1.4 Work with the Ministry of Transport and New Zealand Police to partner with Māori and implement initiatives that improve road safety outcomes for Māori.</p>		<p>We continue to work with MoT and New Zealand Police to partner with Māori on new initiatives that improve Māori road safety outcomes, and to look for opportunities to collaborate with other government agencies that are working with Māori to leverage resources and learnings that can contribute to Māori-centric road safety and wellbeing initiatives.</p> <p>We will be aiming to refresh the He Pūrongo Whakahaumarū Huarahi Mō Ngā Iwi Māori (Māori Road Safety Outcomes Report) in July, with additional data being pulled from the Study of Road Trauma Evidence and Data (SORTED) report. The SORTED report for 2024 is in its final stages of development with analytics underway, and includes data from Ambulance, Health, Police, National Trauma Network, Health Quality and Safety Commission, MoT and ACC. This will provide a more comprehensive view of outcomes above what is gained from the Crash Analysis System alone. This data can be used to improve road safety outcomes with Māori.</p> <p>During the quarter we continued fortnightly catchups with the National Road Policing Centre Māori Cultural Advisor.</p>
<p>1.5 Progress expansion of the safety camera network and conclude preparations to transfer existing safety cameras from New Zealand Police.</p>		<p>Preparations are on track to start the transfer of existing safety cameras from NZ Police. NZTA will take responsibility for power and data contracts in April 2024, camera leases on 1 July 2024 and transfer the first NZ Police camera in August 2024.</p>
<p>2.4 Identify plausible light and heavy vehicle fleet transition pathways to meet the challenging 2035 targets in ERP focus areas 2 and 3 and inform actions for future ERPs.</p>		<p>We completed investigation and analysis of options for transitioning New Zealand drivers from higher emitting vehicles to low and zero emission vehicles. The way this work will be used will depend on the focus of the government's second emissions reduction plan, once developed.</p>


Significant activity	Status	Progress update
<p>3.1 Reassess and update land transport corridor plans to ensure longer-term corridor planning is consistent with emissions reduction objectives and ensure projects, landholdings and other asset planning processes are managed consistently with the updated plans.</p>		<p>We've undertaken detailed work on specific corridors, including SH14 in Northland and SH5 between Napier & Taupo.</p> <p>We included regional programme business cases in the state highway proposal for 2024 –27 which, if approved, will be used to update the corridor management plans.</p> <p>We continue to complete regular reviews of landholdings to confirm if the requirement to hold property still exist. If the requirements change, then land is disposed of through the Crown Land Disposal Process. This period we completed disposal investigations of the Eastern Corridor properties, and Grafton Gully land holdings, both reviews confirming the requirement to retain holdings.</p>
<p>3.2 Work with our partners to progress delivery of rapid transit, which includes projects and initiatives needed to enable rapid transit such as rapid transit network plans and extending our requiring authority status to rapid transit networks and projects.</p>		<p>Work continues on several rapid transit projects in Auckland. Notable milestones this quarter included:</p> <ul style="list-style-type: none"> • presenting the preferred option for Te Ara Hauāuru Northwest Rapid Transit to the NZTA Board • reaching a decision on Airport to Botany notices of requirement, now entering appeals phase • appointing the new Director of the Rapid Transit System Portfolio.
<p>3.3 Mobilise the design, build, implementation and support activities for the National Ticketing Solution Programme to deliver the pilot and full launch in Environment Canterbury, and plan for Greater Wellington Regional Council and Auckland Transport.</p>		<p>Building and testing is underway with testing. progressing well. In parallel we are working on establishing the transport ticketing and payments function and finalising customer change strategies.</p>
<p>3.4 Continue to implement our freight action plan to improve connections and movement of freight across the land transport system, while reducing emissions in line with ERP targets.</p>		<p>We continue to deliver the current freight action plan and are in the process of updating to reflect GPS 2024 and the Ministry of Transport's Freight and Supply Chain strategy.</p>
<p>3.5 Deliver state highway response and recovery works associated with severe weather events to ensure accessibility and connectivity of the road network and improve resilience of the land transport system, including the repair, reinstatement and rebuild in Northland, Waikato, Hawke's Bay, Gisborne and Marlborough.</p>		<p>We continue to work on delivering local road and state highway recovery programmes in regions affected by severe weather events. This has involved significant work, including on SH1 Brynderwyn's closure where work is ongoing due to repair multiple locations of damage and cut into the hillside, removing unstable slopes and providing additional space for future works. On the East Coast there are multiple work sites on SH2, SH5 and SH35 for repairs such as culvert replacements or drop out repairs. We have requested further funding via Budget 2024 to complete the recovery phase.</p>

Significant activity	Status	Progress update
<p>4.1 Work with the Treasury and Ministry of Transport on follow-up actions that build on the recommendations of the 2022/23 Land Transport Revenue Review.</p>		<p>We established a revenue review policy team with NZTA and the Ministry of Transport leading. We plan to provide preliminary scope/findings to the Minister in June 2024.</p>
<p>4.2 Implement a Board approved programme to provide assurance that value for money is being delivered across Waka Kotahi activities.</p>		<p>We formally established the Efficiency and Effectiveness Programme office to drive further cost savings across NZTA for the current and next financial year, and to identify future areas of opportunity for greater efficiency. A director and programme team are in place to lead this work. We set overall savings targets have been set for 2024/25 and identified focus areas for efficiency gains, which are being actively pursued and tracked. We also began monthly reporting to the board on programme progress.</p> <p>The programme includes three workstreams set up: operations, technology and people.</p> <ul style="list-style-type: none"> • <i>Operations</i> will consider a range of opportunities including project costs, travel, reducing consulting spend, lowering our reliance on contractors, reviewing our vendor arrangements and licensing, assessing our corporate office space and digitising customer processes. • <i>Technology</i> will scope initiatives that will deliver streamlined and more accessible processes internally and externally for our customers. • <i>People</i> will focus on organisation design changes
<p>4.3 Continue to implement measures to increase capability and capacity in compliance monitoring, debt collection and recovery for road user charges.</p>		<p>Two years ago, NZTA Waka Kotahi received a \$3.207m uplift to the RUC investigations and enforcement budget (to take the appropriation to \$6.9m). Recently, a continuation of this increase was approved for 2023/24 along with an increase for inflation. The uplift is now worth \$3.449m. The uplift funds 20 extra FTE and their associated overheads.</p> <p>The highlights of the first three quarters included the following.</p> <ul style="list-style-type: none"> • Delivery of a targeted email campaign for vehicles on a RUC type that is commonly non-compliant. The campaign strongly advised operators to review their compliance and gave them guidance on what they needed to do. • Continuing to take firm compliance action, revoking transport service licences where necessary. Our legal recoveries work has resulted in 24 letters of demand, six statutory demands and placed five companies into liquidation.

Significant activity	Status	Progress update
<p>4.4 Develop life cycle asset management plans for all infrastructure types and release the pavement and drainage plans in 2023/24</p>		<p>We continue to develop pavement intervention strategies to inform proposals for the tactical plan supporting the new maintenance contracts under the Integrated Delivery Model for maintenance.</p> <p>We've drafted all lifecycle asset management plans (LAMPs), excluding natural assets. We'll be able to develop these plans further once the new National Land Transport Programme is adopted and the priority given to asset management improvement activities within the state highway maintenance bid is confirmed.</p> <p>The pavements and surfacing LAMP is being developed as an advanced LAMP. We have developed advanced condition measures and intervention triggers to improve the balance between repairs and renewals activities as appropriate for different classification roads to mitigate the formation of defects. Previous pilots of AI extraction of faults from video images of state highways have proven effective and are now being operationalised for maintenance interventions.</p>
<p>4.6 Continue to support road controlling authorities, implementation of the Asset Management Data Standard with road controlling authorities by completing tranches 2 and 3 of the implementation plan.</p>		<p>Each road controlling authority has their migration to the Asset Management Data Standard (AMDS) scheduled according to the plan published on the AMDS website (https://www.nzta.govt.nz/roads-and-rail/asset-management-data-standard/implementation/implementation-timeframes-and-activities/).</p> <p>All road controlling authorities in tranches 2 & 3 have completed their migrations to the new standard.</p>
<p>4.7 Deliver the Consumer Hub application, which will provide customers with all their information and interactions in one place and allow them to carry out simple but common transactions through a secure application.</p>		<p>The app is ready for external beta rollout, which is important to test real user experiences and system resilience to ensure a successful implementation of the final product.</p> <p>We completed functional and performance testing and are awaiting security assurance sign off.</p>
<p>4.8 Improve our use of people information and intelligence by leveraging our new technology, including simplifying core people-related and systems-related processes and developing a people and safety reporting framework.</p>		<p>We made more than 200 process and usability enhancements to NZTA's human resource information system. These include updates providing people leaders with better real-time information about their people. We also reduced processing times for secondments through significant simplification of the process. The HR Fundamentals Project underway is due to deliver more simplifications to HR processes in May 2024.</p> <p>We developed a new people and safety dashboard to aid in leadership decision making, which we'll continue to improve as our new people and safety strategy is developed.</p>
<p>4.9 Define the culture and leadership we want at Waka Kotahi, that aligns with our kāhui whetū.</p>		<p>NZTA has defined the culture it wants as performance delivered with care. This will initially include an increased focus on performance goals and performance management, building commercial capability, improving meeting effectiveness, effective collaboration and improved decision making through the use of the RAPID (Recommend, Agree, Perform, Input, Decide) framework. It will also include implementation of our internal efficiency and effectiveness programme.</p>

Significant activities that are not on track to meet year-end milestone

Significant activity	Status	Progress update
<p>1.1 Continue to deliver the Speed and Infrastructure Programme, with local road controlling authorities, including investing in safety treatments and infrastructure improvements, and making targeted speed changes.</p>		<p>At the end of February 2024, 142km of median barriers were delivered. The programme is at risk of not delivering 170km by June 2024 as previously forecast.</p> <p>One of 11 segments of speed change in Auckland/Northland was implemented on the state highway. We paused work on school speed zone changes on state highways while we await further government direction. On local roads, planned and funded activities continue at scale and pace. Each local road controlling authority will exceed the previous Road to Zero target of 40% compliance with the Setting of Speed Limits Rule around schools.</p> <p>Changing government direction on speed management have affected delivery of speed changes. We await further government direction on the new Setting of Speed Limits Rule.</p>
<p>2.5 Fulfil non-corporate emissions commitments under the memorandum of understanding (MOU) with the Ministry for the Environment on Carbon Neutral Government Programme activities.</p>		<p>Work is progressing on a detailed carbon reduction plan and carbon reduction targets for supply chain emissions as required by the Carbon Neutral Government Programme. These are expected to be delivered in Q4 2023/24.</p>
<p>2.6 Embed climate adaptation into our strategic settings for system planning, spatial planning, and investment.</p>		<p>We are using the NZTA Strategic Recovery Framework to support a long-term strategic approach to cyclone recovery. In September 2023 we also published a climate adaptation lens for Arataki (our 30-year plan).</p> <p>We are participating in government-wide transport sector climate related scenario building that will inform risk assessment, strategy and decision making on climate change.</p>
<p>4.10 Install the first package of bilingual traffic signs on the roading network.</p>		<p>In October 2023 we provided a consultation summary of a prioritised package of signs and recommendations to the previous Minister of Transport. We are awaiting further direction from the current minister and are working with the Ministry of Transport to ensure the minister has the information needed to make a decision.</p>
<p>1.3 Continue to deliver communication and engagement campaigns to support behavioural change and increase awareness of the importance of key Road to Zero initiatives such as safe vehicles.</p>		<p>In this quarter speed reviews for Auckland/Northland/State Highway 25A were announced; we announced the upcoming 110 km/h consultation for the Kapiti Expressway; safety camera engagement for sites in Northland, Auckland, Waikato, Bay of Plenty is underway; proactive comms promoting vehicle/motorcycle safety and a successful summer marketing communications campaign promoting road safety for holiday makers and road worker safety were completed. Planning is also well underway to promote cross agency activity around Road Safety Week, which is being held May 20–26.</p>
<p>2.7 Update the database of risks to the state highway network from climate change and other natural hazard impacts.</p>		<p>4,000 risks have been added to the system and assessed, 370 of which have been assessed as critical. The only outstanding assessments are now the hydrological risks in Auckland and all risks in the Manawatu/Whanganui region.</p>













<p>4.5 Release a state highway strategy and an associated action plan that sets out those activities required to achieve a safe, sustainable and resilient network.</p>		<p>We are consulting internally on a set of draft objectives that set 10-year targets for advanced asset management to improve value for money. We are behind schedule due to resource constraints and are working on clarifying resource use priorities across all activities.</p>
---	---	---









Significant activities stopped in response to government direction

Significant activity	Progress update
<p>2.1 Partner with councils to deliver the Transport Choices package, focused on rapid roll out of urban cycle networks; walkable neighbourhoods; safer, greener and healthier school travel; and more reliable and user-friendly public transport.</p>	<p>A reduced programme was agreed by the government at the end of 2023, and this reduced programme includes 20 Councils delivering 64 projects. All design and consultation are now complete and approved by NZTA. Seven projects are completed and 12 are in construction. The remainder are forecast to complete by the June 2025 deadline.</p>
<p>2.2 Publish a national light vehicle kilometres travelled (VKT) reduction plan that aligns with the national light VKT reduction target in the ERP.</p>	<p>In December 2023 the new government instructed all work on the VKT programme to conclude, and the programme will now be closed.</p>
<p>2.3 Partner with councils, iwi and Māori, and community representatives on publishing the light VKT reduction programmes for tier 1 urban environments that align with relevant sub-national light VKT reduction targets.</p>	<p>In December 2023 the new government instructed all work on the VKT programme to conclude, and the programme will now be closed.</p>

Appendix C: Significant capital projects













Key

SPE PROGRESS (likelihood of achieving the SPE annual milestones)	SCHEDULE (achievement of Q2 milestones)	FORECAST (forecast against approved funding)	PROJECT RISK (high-level risks to flag to Board & Minister)
 Highly likely, and there are no significant risks in achieving the milestones.	 On schedule	 On budget	 Low
 There are challenges, but still likely to be achieved.	 Delayed <3 months	 5-10% variance	 Moderate
 Unlikely to be achieved.	 Delayed >3 months	 >10% variance	 High/Critical

Significant capital project ¹⁸	SPE annual milestones	SPE progress	Schedule	Forecast	Project Risk	Progress update
Ara Tūhono: Pūhoi–Warkworth (Implementation phase)	Road open to traffic (<i>achieved</i>). Deferred works to achieve ‘Full Works Completion’ completed (<i>achieved</i>). Public–private partnership (PPP) operating phase started (<i>achieved</i>).					The road is operating well. Remaining deferred works and resolution of road opening related snagging defects were completed. Full works completion is expected in early May 2024.
O Mahurangi Penlink (Implementation phase)	Consenting for outline plan of works, additional earthworks and wetlands completed. Detailed design completed (will not be achieved). Main construction works started (<i>achieved</i>).	 ¹⁹				The outline plan for main works has been completed and consenting for additional earthworks and wetlands lodged. Weiti River Bridge structure main works has commenced. Detailed design completion has been delayed to November 2024 due to updates in the Weiti River Bridge design that resulted in changes in the construction methodology. Current forecast is within budget allocation although there are a number of cost pressures on the project.

¹⁸ The project phase of some projects has been changed since the 2023/24 SPE was published.

¹⁹ SPE progress incorrectly assessed in the quarter 3 report. Correct assessment was “Highly likely, and there are no significant risks in achieving the milestones.”










Significant capital project ¹⁸	SPE annual milestones	SPE progress	Schedule	Forecast	Project Risk	Progress update
Auckland Network Optimisation (Pre-implementation phase)	The Strand [draft detailed design ²⁰] and north bound Princes Street on-ramps (<i>achieved</i>) completed. Detailed designs completed for Bombay Interchange, northbound Silverdale Bus Lane and Royal Road active mode improvements (<i>all achieved</i>). Option identified for Auckland Transport Operations Centre's new real time network monitoring system and new planned events management system (<i>achieved</i>).					<p>Detailed design work for Silverdale Bus Lane commenced and the solution for the Real Time Network and Planned Management System has been agreed. Construction on Royal Road was suspended in January 2024 for design review and construction will recommence in May 2024. Construction start on Bombay Interchange has been delayed to May 2024 due to changes in procurement plans. The draft detailed design for The Strand is expected to be 90% complete by end of June 2024.</p> <p>There is a risk of cost-escalation over the programme as project design and implementation costs have exceeded original estimates. Value engineering and scope reduction assessments are being undertaken to maintain spend within allocation.</p>
Waitematā Harbour Connections (Business case phase)	Indicative business case endorsed by the Waka Kotahi Board. Procurement for the detailed business case completed (will not be achieved).					The indicative business case has been considered by the NZ Transport Agency Board. There is an affordability risk related to the recommended option.
Supporting Growth Alliance (Auckland) (Pre-implementation phase)	Detailed business case completed (<i>achieved</i>). Notice of requirements for Warkworth, Pukekohe, North and Takanini lodged (<i>achieved</i>). Route protection designation for Airport to Botany (<i>achieved</i>) and Northwest confirmed.					Route protection designation for Airport to Botany has been confirmed. Route protection designation for North-West is yet to be confirmed pending release of Auckland Council's recommendation.

²⁰ This is a clarification of the milestone for The Strand.

Significant capital project ¹⁸	SPE annual milestones	SPE progress	Schedule	Forecast	Project Risk	Progress update
South Auckland Package (Business case phase Pre-implementation phase)	Detailed business case approved by Joint Ministers (achieved). Stage 2B pre-implementation contract awarded for Waihoehoe Road and SH22 (Drury) upgrades (achieved). Waihoehoe Road (will not be achieved) and SH22 (Drury) upgrades section 18 notices (to commence property purchases) issued to landowners. Consents for Waihoehoe Road upgrade lodged (will not be achieved).					<p>SH22 (Drury) upgrade Section 18 Notices (to commence property purchases) have been delayed due to design changes.</p> <p>Progress has been made on property negotiations. Property acquisition for Waihoehoe Road continues to be challenging as access requirements and tenant relocation remain unresolved. This is now expected to impact construction timeframes. Property remains the primary risk for the two projects.</p>
Baypark to Bayfair Link Upgrade (Implementation phase)	Project completed (will not be achieved) and road open to traffic (achieved).					<p>Wire rope median barriers were installed, and paving works continue. Outstanding works include gantries, architectural items landscaping and pou installation.</p> <p>All physical works are expected to be completed by August 2024. As contingencies have been used, there is a risk that total cost will exceed budget.</p>
Takitimu North Link Stage 1 (Implementation phase)	Cambridge Road Bridge completed (will not be achieved). Wairoa Road Bridge completed.					Completion of the Wairoa Road Bridge has been slightly delayed. Tie-in work is expected to be finished in the next quarter. There are a number of cost pressures on the project, including for property acquisition and archaeological work.
SH29 Tauriko West Enabling Works (pre-implementation phase)	All consents approved (achieved). Property acquisition completed. Construction started (achieved).					Physical works at Redwood Lane commenced. Securing access to the land in the northern section continues to be a challenge as we await a mediation date from the court. There is a risk that the property acquisition will not be completed by June 2024.

²¹ SPE progress incorrectly assessed in the quarter 3 report. Correct assessment was “Highly likely, and there are no significant risks in achieving the milestones.”

Significant capital project ¹⁸	SPE annual milestones	SPE progress	Schedule	Forecast	Project Risk	Progress update
Te Ara o Te Ata: Mt Messenger Bypass (Implementation phase)	Cableway to provide access to the site operational (achieved). Tunnel construction started. Bulk earthworks started (will not be achieved). Pest management enabling activities completed (for example fencing, track cutting, trap installation and ecological preservation) (will not be achieved).					The Environment Court judgment from the hearing in late November 2023 is expected. Programme timelines have been pushed out. The project is forecasting well above its allocation. A price level adjustment required for full construction funding will be considered by the NZ Transport Agency Board in May 2024.
Te Ahu a Turanga: Manawātū Tararua Highway (Implementation phase)	Bulk earthworks completed (achieved). Pavement basecourse and surfacing works started (achieved).					Zones 2, 3 and 4 earthworks completed and pavement basecourse and surfacing works started. A number of items associated with increased construction costs are being worked through including potential variations and cost escalation. A price level adjustment is scheduled for consideration by the NZ Transport Agency Board in May 2024.
Ōtaki to North of Levin (Pre-implementation phase / Implementation phase)	Consent decisions received. Procurement of alliances started and completed (achieved). Interim Project Alliance Agreements signed. Detailed design started.					Partnership agreements are well progressed, with the Interim Project Alliance Agreement expected to commence in the next quarter. Consent decisions are yet to be received from the Environment Court. Property remains a critical risk to the project.
SH2 Melling Efficiency and Safety Improvements (Implementation phase)	Detailed design completed (will not be achieved). Property acquisition completed. Construction started (will not be achieved).					An independent review of the affordability challenge shows a funding gap remains. Costs have been reset and a revised Interim Project Alliance Agreement agreed. Impacts on timeframes are being assessed. Multiple workstreams have been instigated to mitigate risks. Property acquisition is on track to completion by year end, but detailed design and construction start will be delayed to 2024/25.

Significant capital project ¹⁸	SPE annual milestones	SPE progress	Schedule	Forecast	Project Risk	Progress update
Te Ara Tupua: Ngā Ūranga ki Pito-One (Implementation phase)	Offshore habitats for coastal birds completed (<i>achieved</i>). Seawall construction started (<i>achieved</i>). Design completed (<i>achieved</i>). KoroKoro Stream Bridge construction started (will not be achieved).					The Integrated Clubs Building was opened in February 2024. Detailed design was completed, seawall construction for Stage A has started and revetment construction for Stage A is progressing. Construction start for KoroKoro Stream Bridge is delayed to 2024/25. Cost escalation is a concern for this project.
Public Transport Futures Mass Rapid Transit (Christchurch) (Business case phase)	Work on the detailed business case started (will not be achieved).	 ²²				The indicative business case addendum phase and a provisional procurement plan have been drafted. Technical scoping for the detailed business case has been initiated but cannot be completed until there is funding certainty for the project, which is being affected by changing government direction and priorities.
SH1 Whangārei to Port Marsden Highway (Pre-implementation phase)	Community engagement started. 30% of design works completed.	 ²³	n/a	n/a	n/a	This project is on hold at the direction of government and will be reviewed in the context of the broader corridor outcomes outlined in the draft GPS 2024.

²² SPE progress incorrectly assessed in the quarter 3 report. Correct assessment was “Highly likely, and there are no significant risks in achieving the milestones.”

²³ SPE progress incorrectly assessed in the quarter 3 report. Correct assessment was “On hold, awaiting further government direction”.

Significant capital projects stopped in response to government direction

Significant capital project	Commentary
Let's Get Wellington Moving Transformational Programme (Mass Rapid Transit, Basin Reserve, Mt Victoria Tunnel) (Business case phase)	Following recent government direction, the Let's Get Wellington Moving Transformational Programme is being closed. Work on the Mass Rapid Transit was stopped, and the Basin Reserve upgrade and Mt Victoria Tunnel project is being moved back into NZTA for work to continue in line with government priorities. The detailed business case is being rescoped to reflect these changes.