

17 October 2024

Daran Ponter
Chair
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Ref. NZT-9843

Dear Daran

Thank you for your letter of 10 September 2024 regarding public transport and infrastructure funding for Wellington under the 2024-27 National Land Transport Programme (NLTP).

The NLTP must give effect to the current Government Policy Statement on Land Transport (GPS) 2024 which includes four strategic priorities: economic growth and productivity, increased maintenance and resilience, safety and value for money.

The NZ Transport Agency Waka Kotahi (NZTA) uses an investment framework that includes the Investment Prioritisation Method (IPM) to ensure funding is prioritised and distributed nationally to give effect to the GPS. Each activity is moderated and prioritised for funding against other activities in the same activity class.

Investment in the Wellington region during the NLTP period will focus on building greater resilience into the network with improvements to both the roading network and public transport system. The 2024-27 NLTP delivers a forecast total investment of \$3.3 billion across all activity classes in Wellington, including \$1.3 billion forecast public transport investment for Wellington - \$100 million more than the last NLTP. The public transport forecast total investment for the 2024-27 NLTP includes the transition costs for Greater Wellington Regional Councils implementation of the National Ticketing Solution allowing public transport users to tag on and off with their contactless debit or credit card.

It is important to note that funding bids always exceed the amount of funding available in every NLTP. Furthermore, the scale of funding required for committed projects carried over from one NLTP is significant. As a result of the GPS priorities and the existing commitments, funding for public transport is constrained. While we have sought to ensure funding for the operation of existing services, there is limited funding available for enhanced or expanded services and/or infrastructure.

Work on the following projects in the region is also planned during the NLTP period to meet strategic objectives set out in the GPS:

- Progress the delivery of the Lower North Island Integrated Mobility Project. This will enable improved services and increase connectivity across the lower North Island and support growth along these transport corridors

- Progress the Petone to Grenada Link Road and Cross Valley Link, and State Highway 1 from Wellington CBD to the airport, including a second Mount Victoria Tunnel and Basin Reserve upgrade under the Roads of National Significance programme
- Completion of Stage 2 of the SH58 safety improvements project under the Roads of Regional Significance programme
- Progressing the SH2 Melling Transport Improvements
- Continuing work on the Ngā Ūranga ki Pito-One section of Te Ara Tupua
- Improvements to safety and resilience of almost 212 lane kilometres of state highways through targeted maintenance operations and pothole prevention
- Building a Commercial Vehicle Safety Centre on SH1 Mackays Crossing.

Further information on investment planned for the Wellington region during the 2024-27 NLTP period can be found at: www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2024-27-nltp.

If you would like to discuss this matter further with NZTA, you are welcome to contact Emma Speight, Director Regional Relationships, by email to emma.speight@nzta.govt.nz.

Yours sincerely



Simon Bridges
Chair – NZTA Board