

Otago Regional Council

March 2026

 NZ TRANSPORT
AGENCY
WAKA KOTAHĪ

Te Kāwanatanga o Aotearoa
New Zealand Government



What we do

Developing a land transport system to help New Zealanders get the most out of life

- We work in partnership with iwi, local government and others to plan, invest, and develop the land transport system.
- We're also regulators of the system
- We're investing in the land transport system to ensure it's safe, accessible and easy to use - supporting the Government's priorities for economic growth
- We help plan communities to ensure they're great places to live, with better access to public transport and walking and cycling facilities.
- We facilitate well-planned transport investment to deliver social and economic benefits.
- We're embracing new technology and responding to change.

Our roles



Planner

Work with others to plan the land transport system, with a focus on the state highway network



Investor

Manage the NLTF and invest allocated funds into the land transport system



Regulator

Improve safety and reduce the risk of harm in the land transport system



Deliverer

Deliver a significant programme of digital and physical improvements to the land transport system



Asset manager

Maintain and operate the state highway network, NZ's most valuable asset



Customer service provider

Be a core provider of services to access, pay for and use the land transport system

Our regulatory role

We ensure the land transport system is safe, effective and efficient for everyone in New Zealand

The areas we regulate

Drivers	Road user behaviour and licensing private, commercial and motorcycle drivers, driving instructors, driver training officers and course providers
Vehicles	Licensing and certifying the fitness of all registered vehicles and the individuals and organisations that inspect, repair and certify vehicles on behalf of NZTA
Commercial transport	Operators licensed to operate goods, taxi and rideshare, bus and shuttle services, rental services, and tow trucks.
Rail safety	Rail operators, rail access and maintenance providers, infrastructure and premise owners
Revenue collection	Road user charges, fuel excise duty, road tolls, regional fuel tax
Road network	Road Controlling Agencies (NZTA and local councils) in control of roads, with responsibility for maintenance, construction, upgrades and traffic management

Our legislation

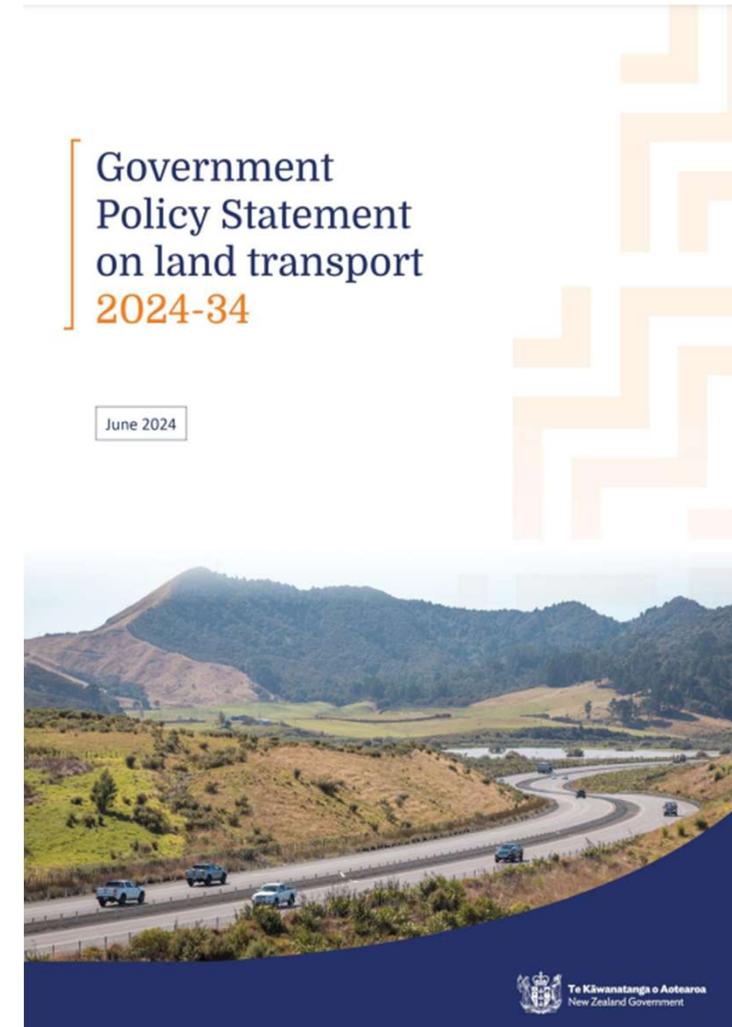
What guides us

- NZTA is a Crown entity and as such we are **required to give effect to government policy.**
- Our governing act is the Land Transport Management Act 2003 (LTMA).
- The LTMA and other pieces of legislation, such as the Land Transport Act 1998, or the Crown Entities Act 2004 determine our roles, give us the authority to act and set out our powers.
- The LTMA defines 3 core functions:
 - Investment
 - Infrastructure
 - Regulation



Government Policy Statement on land transport (GPS)

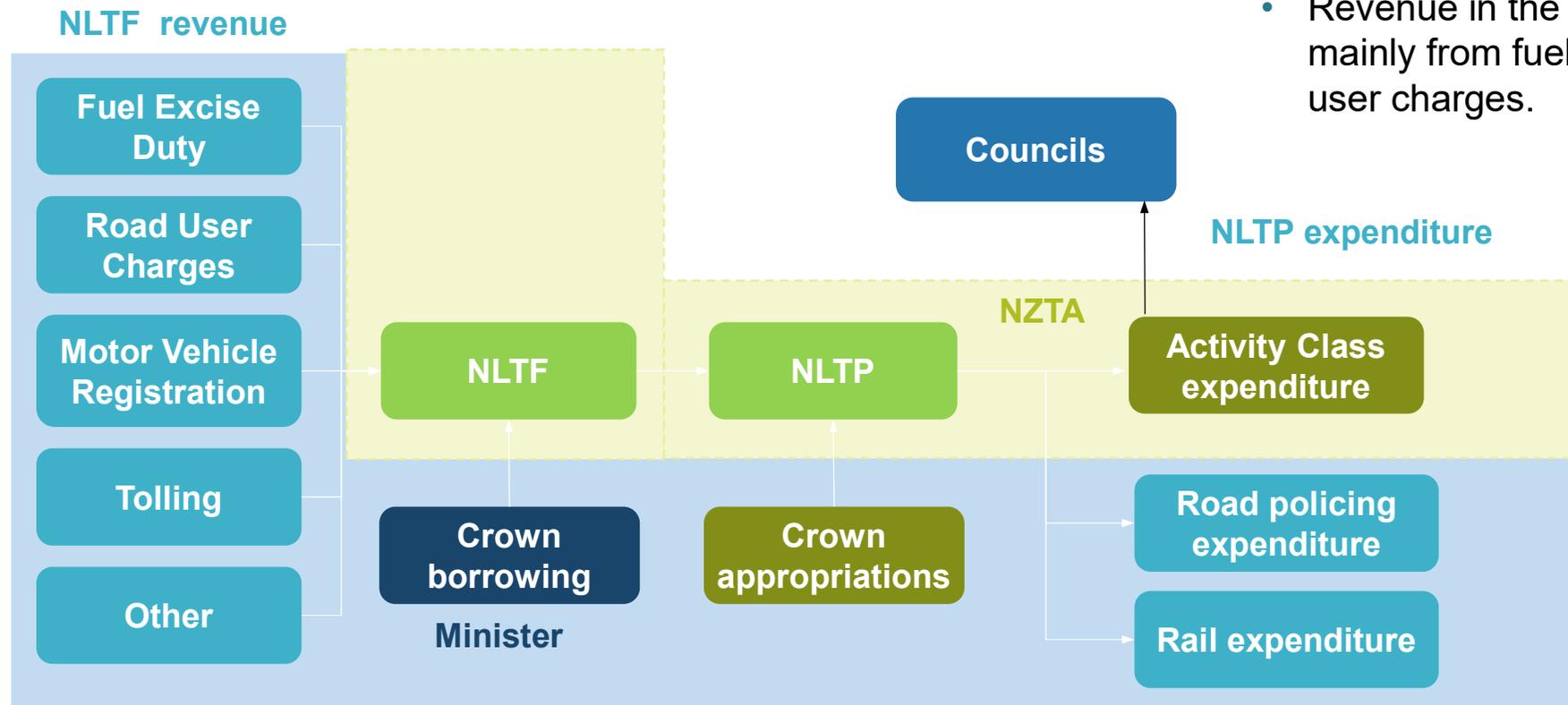
- The GPS is developed every 3 years by the Ministry of Transport.
- It outlines the Government's priorities for investment in the land transport system.
- The GPS directs where to focus our investment. It estimates the revenue expected from the National Land Transport Fund (NLTF) during the 3 years and specifies how it will be spent.
- It also details the categories for investment (activity classes) and their funding levels.
- NZTA's investment decisions must align with the GPS outcomes.



National Land Transport Fund (NLTF)

Existing revenue and expenditure model for giving effect to the GPS

- The NLTF is used exclusively to fund the maintenance, operation and improvement of New Zealand's land transport system.
- Revenue in the NLTF comes mainly from fuel taxes and road user charges.



Activity classes



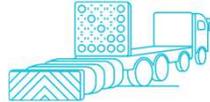
State highway improvements

\$7.01 billion
NLTP 2024-27
forecast investment



State highway pothole prevention

\$2.07 billion
NLTP 2024-27
forecast investment



State highway operations

\$2.3 billion
NLTP 2024-27
forecast investment



Local road improvements

\$1.3 billion
NLTP 2024-27
forecast investment



Local road pothole prevention

\$3.44 billion
NLTP 2024-27
forecast investment



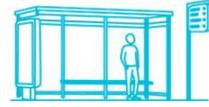
Local road operations

\$2.25 billion
NLTP 2024-27
forecast investment



Public transport services

\$3.73 billion
NLTP 2024-27
forecast investment



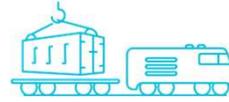
Public transport infrastructure

\$2.64 billion
NLTP 2024-27
forecast investment



Safety

\$1.7 billion
NLTP 2024-27
forecast investment
including \$1.3 billion
for road policing



Rail network

\$1 billion
NLTP 2024-27
forecast investment



Walking and cycling

\$460 million
NLTP 2024-27
forecast investment



Investment management

Regional Land Transport Committees and Plans (RTCs & RLTPs)

- Regional Transport Committees (RTCs) prepare Regional Land Transport Plans (RLTPs)
- Established under LTMA, run by regional councils, members come from the regional council, local councils and NZTA
- RLTPs set out each region's land transport objectives, policies, and measures for the next 10 years - and the programme of regional activities to be considered for inclusion in the NLTP
- Information in each region's RLTP feeds into the NLTP to provide a whole of New Zealand programme of funding, maintenance and improvements for the land transport system. If it isn't in the RLTP it can't be in the NLTP.
- Development of the next RLTP that will feed into the 2027-30 NLTP

Mid-term review
Otago Southland
Regional Land Transport Plans
2021-2031



State Highway Investment Proposal (SHIP)

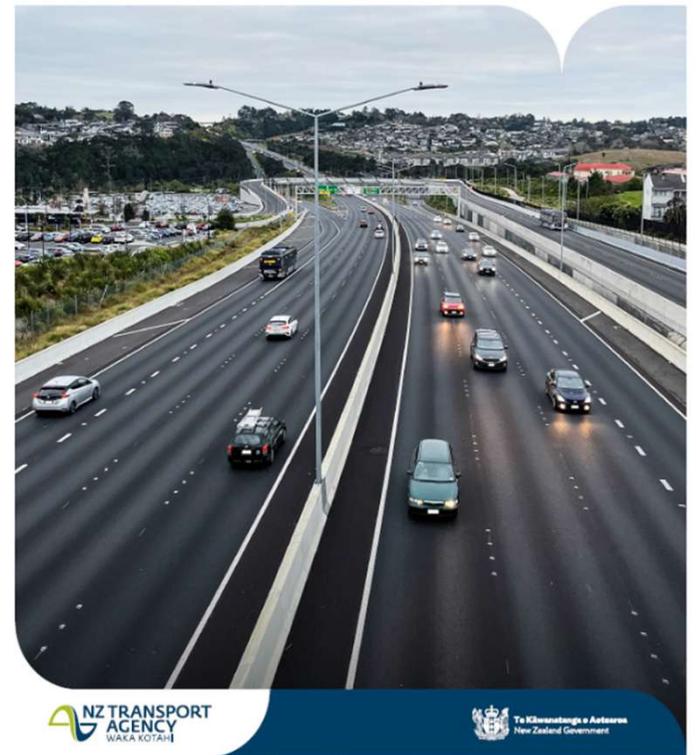
- The SHIP outlines our proposed investment in the SH network
- It is our bid, as a Road Controlling Authority (RCA), for funding into the NLTP to maintain, operate, renew and improve the State Highway network
- We submit our proposal for the State Highway in each region in the SHIP – for inclusion in the RLTP, to be considered for the NLTP
- If a State Highway project isn't in the SHIP, it can't be in the RLTP, which means it can't be in the NLTP.



National Land Transport Programme (NLTP) development

- The NLTP is the 3-year programme that sets out the activities that may be funded from the NLTF.
- The 2024-27 NLTP seeks to make the land transport network safe, resilient, and reliable to boost economic growth and productivity
- The NLTP changes over time in response to the dynamic nature of the activities within the programme.

NZ Transport Agency Waka Kotahi
National Land Transport Programme
2024-27



Funding Assistance Rates (FARs)

- NZTA sets a **funding assistance rate (FAR)** for each council.
- A FAR is how much of a council's project, included in the NLTP, is funded from the National Land Transport Fund
- These activities include local road maintenance and improvements, walking, cycling, and public transport services and infrastructure
- FARs are set for each NLTP period and across the country average 53% - these range from 51% to 88%
- We will review our FAR policy and confirm it before the next NLTP.



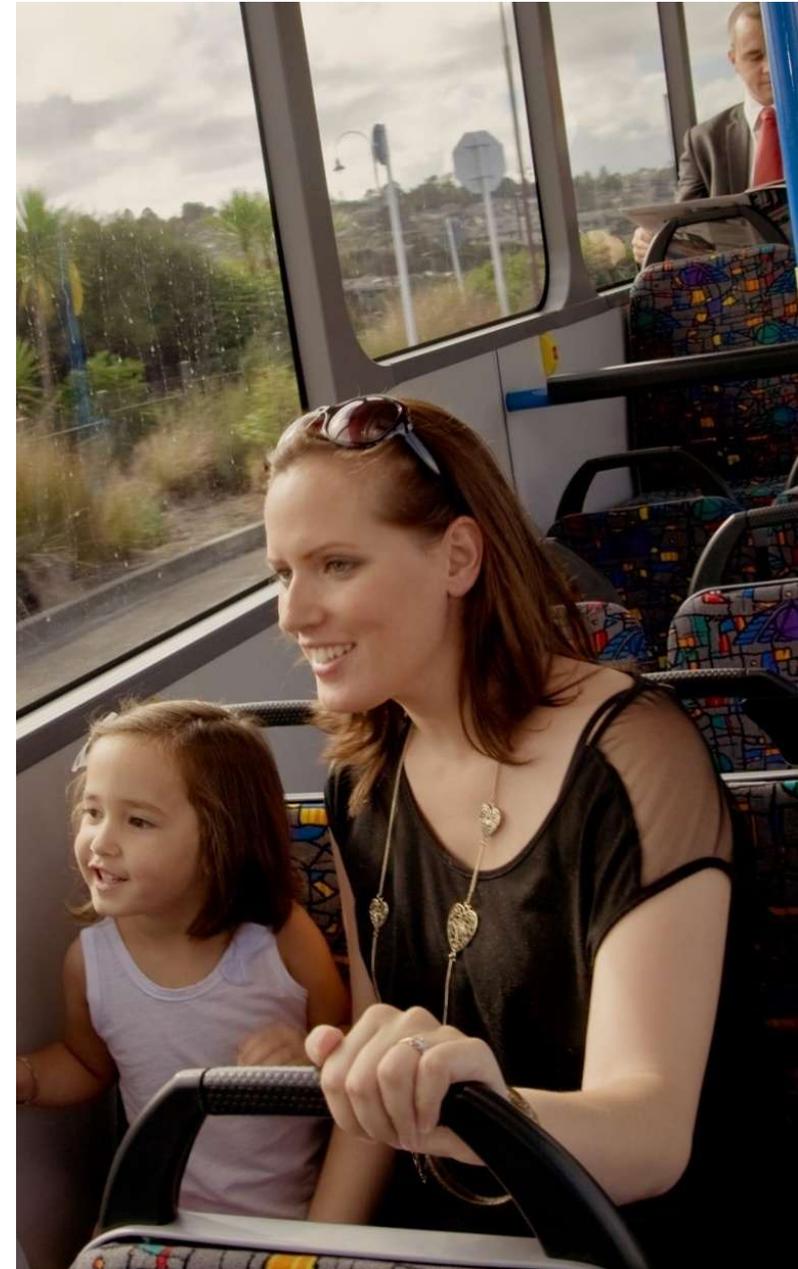
2027 NLTP

- Work is well underway to prepare for the 2027 NLTP
- The draft GPS is in development by the Ministry of Transport – to be released for consultation next year
- If there is any change in government in 2026, it is likely the GPS will be reviewed and a new draft provided early 2027
- We always receive significantly more requests for funding than there is available funds.
- In the 2024-27 NLTP we received requests for \$28.7 billion in funding – more than \$5 billion above our forecast revenue.



Public Transport

- NZTA' statutory function is to oversee the planning, operation, implementation and delivery of public transport.
- Under the current GPS, the priorities are for effective public transport that provides more choice and helps reduce travel times, congestion, and emissions
- We're expected to consider new ways to fund public transport services
- Existing services will continue to be funded where these achieve value for money and contribute to reduced congestion and increase patronage.
- We continue to work with Public Transport Authorities (PTAs) on:
 - Increasing private share
 - Total Mobility
 - Procurement



National Ticketing Solution

- The National Ticketing Solution (NTS) will provide a range of easy-to-use payment methods for all public transport across the country.
- Motu Move will allow customers to pay for public transport using contactless debit or credit cards and digital payment methods such as Apple Pay and Google Pay on mobile phones and smart watches.
- Prepaid Motu Move card or tickets will also be available.
- Motu Move will be rolled out region by region starting in Canterbury which is staging its rollout through 2026.



Project Overview

- Total Cost: \$250m
- Completion: early 2028
- Traffic signals at:
 - SH6 and SH6A Frankton intersection
 - SH6/Hansen Road link intersection
 - SH6/Joe O'Connell Drive intersection (to create two off-set T-intersections)
 - Entry and Exit of Bus Hub
- Extend the Bus Hub – both sides of Kawarau Road
- Bus lanes on Frankton-Ladies Mile Highway
- Cycle lanes and shared use paths, incl. new path behind Bus Hub
- Move Frankton Golf Centre entrance, with new driveway and carpark

