

INDICATIVE TIMELINE FOR DEVELOPING THE NATIONAL LAND TRANSPORT PROGRAMME (NLTP) 2024-27

Frequently asked questions (FAQs)

We've prepared an indicative timeline for the development of 2024-27 National Land Transport Programme (NLTP) to make it easier to understand how all the components fit together and when to get bids ready for inclusion in the NLTP.

We've worked closely with the regional sector Transport Special Interest Group (TSIG) to ensure that we better align the NLTP development process with the development of Regional Land Transport Plans (RLTPs).

Throughout the development of this NLTP we'll continue to communicate the key milestones, relevant tools and training as well as bring together the various Waka Kotahi and council programmes that make up the NLTP.

See the indicative timeline for developing the 2024-27 NLTP.

What are the main changes you've made to the timeline?

- RLTP strategic front end – draft problem statements and 10-year priorities need to be confirmed by your RTC by December 2022 to ensure they can influence approved organisation activity management plans.
- Submission of programmes in TIO – both the submission of continuous programmes and improvement activities have been brought forward to ensure RLTP long lists are available for RLTP consultation. These dates include:
 - August 2023 – initial submission of continuous programmes
 - September 2023 – initial submission of improvement activities (incl. LCLR)
 - December 2023 – final submission of continuous programmes & improvement activities (incl. LCLR).
- Moderation of NLTP activities – both the moderation of continuous programme and improvement activities have been brought forward to better align with proposed RLTP consultation dates. These include:
 - September 2023 – initial moderation of continuous programmes
 - October 2023 – initial moderation of improvement activities (incl. LCLR)
 - February 2023 – final moderation of continuous programmes & improvement activities (incl. LCLR).
- RLTP and NLTP adoption dates – RLTPs should be approved in April 2024 with the NLTP being adopted in June 2024.

Why is it important to align the NLTP and the RLTP development timeframes?

- The disconnect between national and regional planning has been an issue of concern for the last two RLTPs and was raised again in the 2021-24 NLTP lessons learned.
- Completing regional strategic thinking earlier will help guide and influence the content and outcomes of the region's Activity Management Plans and the activities submitted for funding from the National Land Transport Fund (NLTF).

Read the lessons learned from the 2021-24 NLTP development process.

How do RLTPs and Activity Management Plans fit together?

- An RLTP provides the regional context, including setting the regional problem statements and 10-year priorities, that guide approved organisations' Activity Management Plans.
- The Activity Management Plan produces the programmes of work that are used in the RLTP.
- The strategic section of the RLTP must be completed early to ensure that it guides Activity Management Plan processes.
- When AMPs align with RLTPs then we can track how activities deliver against regional benefits, priorities and objectives in funding bids from the National Land Transport Fund (NLTF).

Do the complete RLTPs need to be produced by December? With local government elections and possible changes to our RTCs this will be challenging.

- You don't need to produce your RLTPs by December. We're asking for the draft strategic section of the RLTP which sets out your 10-year strategic priorities.
- These priorities guide and influence what goes into the Activity Management Plans and which business cases get developed.
- Should major changes in RTC membership result then a short review of the draft priorities should be all that is required to continue the development process. The final strategic section of the RLTP will be confirmed by the RTC once the funding and programme section is complete.

What happens if there are changes to the content or timing of Government Policy Statement on land transport 2024 (GPS 2024)?

- This timeline is indicative only. NLTP timelines are heavily dependent on GPS 2024 development.
- Any significant changes in timing or content would need to be reflected in the NLTP development process and we may need to adjust deadlines. We'll keep you updated of any changes and ensure you have sufficient time to complete submissions.
- If dates do change, Waka Kotahi has until 31 August 2024 to adopt the NLTP.

Will the timeframes for the GPS affect the release of the Investment Prioritisation Method (IPM)?

- Waka Kotahi is working closely with the Ministry of Transport to ensure any products or guidance we develop give effect to the GPS as appropriate. If there are any changes resulting from GPS development, we will consider the impact on the requirements and timeframes and communicate any impacts to you.

What is likely to change with the IPM?

- The IPM will be reviewed to align with the outcomes sought in the 2024 GPS and to make it easier to apply across activities. There is likely to be only minimum changes to the IPM and any changes will be consistent with feedback you have provided us.

Why is the IPM released so late in the process of developing RLTPs?

- We're unable to release the final IPM earlier because we can't get ahead of the GPS process. We understand there will be limited change to the IPM, with any change to address issues highlighted in the lessons learned exercise.
- The draft IPM will be released by March 2023 but we'll work closely with the team updating Transport Investment Online to ensure TIO aligns and will be launched in August.