

# Our role



At NZ Transport Agency Waka Kotahi (NZTA), our vision is to provide a land transport system that connects people, products, and places for a thriving New Zealand.

We're responsible for looking after the national land transport system, with our partners, for today's and future generations.

We have system leadership, planning, investment, regulatory and delivery roles to support our vision.

NZTA is required to respond to the investment direction set by the Government Policy Statement on land transport (GPS).

## Legislative requirements

The Land Transport Management Act 2003 (LTMA) provides the legal framework for managing and funding land transport activities.

The purpose of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest. The act:

- provides an integrated approach to land transport funding and management that takes into account the views of affected communities
- improves social and environmental responsibility in land transport funding, planning and management

- provides NZTA with the roles and responsibilities in relation to land transport
- ensures options and alternatives are given full consideration at an early stage in the development of activities and programmes
- allows for long-term planning and investment in land transport
- ensures that land transport funding is allocated in an efficient and effective manner
- allows for the flexibility of land transport funding by providing for alternative funding mechanisms.

The act also defines our roles and functions, as well as the roles of:

- regional councils, for land transport planning, programming, and funding
- Auckland Transport for land transport planning, programming, and funding
- regional transport committees (and their composition).

It also provides for:

- a Government Policy Statement on land transport.

## Our role as system leader

We work in partnership with others at a national, regional and local level. At the national level, we work with those who are shaping national infrastructure and networks to achieve wider outcomes for freight, tourism, housing, urban development, health and education.

Regionally and locally, we work with local government and other partners to identify the key needs of the future land transport system. We provide sector leadership on issues that require national coordination, such as identifying levels of service for road maintenance and public transport services.

We commission research that supports innovation and ongoing improvements to the way we build, operate, and manage the land transport system. We partner with industry and the rest of the sector to develop tools, digital platforms, policies, and guidelines to promote efficiency and reduce costs for everyone who uses and pays for the land transport system.

## Our role in system planning, spatial planning, and urban design

We work in partnership with local government and others to plan and manage growth in our cities, towns, and regions. This ensures land-use planning, and the transport system are integrated, that our communities are well-connected and there is easy access to education, employment, and essential services. It also ensures we make the most of the existing transport system and that investment in new infrastructure and services is sequenced to maximise its benefit.

## Our role as funder and co-investor

As a funder, we have several statutorily independent functions, including determining which activities are included in the National Land Transport Programme (NLTP) and which activities will be funded from the National Land Transport Fund (NLTF).

As a land transport investor, we co-invest in the development and maintenance of 85,800km of local roads, the development of urban cycleways and walkways, and public transport networks for buses, trains, and ferries to make it easier for people to move around.

## Our role as a road controlling authority

We manage and maintain more than 11,000km of sealed and 30km of unsealed state highways, which support economic growth, resilience and safety and are critical in connecting our regions and communities.

We work with our local government co-investment partners to manage access to the state highway and local networks.

We also work with major urban councils to coordinate the flow of people and freight across the transport system. This helps manage travel demand and improves travel reliability.

## State Highway Investment Proposal

The State Highway Investment Proposal (SHIP) details our proposed work programme for the state highway network that will deliver on the strategic objectives in the Government Policy Statement on land transport (GPS).

The SHIP is an input to Regional Land Transport Plans (RLTPs) and sets out the priority state highway activities

that we propose are included in RLTPs and the NLTP.

The SHIP outlines the work needed to maintain, operate, renew and improve the state highway network to make it safer, efficient, more resilient and protect future routes. It takes a 10-year view with a focus on the first 3 years.

The 2024–34 SHIP includes the Roads of National Significance (RoNS) and Roads of Regional Significance (RoRS) programmes. The RoNS and RoRS are key strategic corridors and regional links that will support economic growth and productivity, reduce congestion, improve safety, support housing development and provide a more resilient roading network.

As signalled in GPS 2024, the SHIP will periodically be updated to account for additional RoNS and RoRS projects.

As well as state highways, the SHIP also includes the additional Waitematā Harbour Connections, the Northwest Rapid Transit corridor, the Eastern Busway, and the Airport to Botany Busway.

This SHIP proposes increasing our maintenance programme to deliver greater safety and resilience outcomes, as well as strengthening key freight routes. The new state highway pothole prevention activity class will ensure that maintenance funds are prioritised and ringfenced for road resealing, road rehabilitation and drainage maintenance.

This proposal also carries forward a large programme of committed work that supports regional growth and productivity, builds a more resilient network and improves safety.

This SHIP also outlines the high level of work required to restore and reopen the state highway network following Cyclone Gabrielle and other extreme weather events. This work remains a top priority for NZTA.

Delivering value for money is at the core of this proposed programme. We'll explore new ways of working with the sector and our council partners to improve our collective productivity. This includes looking for opportunities to run collaborative and/or centralised procurement functions with local government.

We'll work with all our partners to deliver the best outcomes for all New Zealanders and a thriving and productive economy.

## Our role in delivery

We design and deliver nationally-led projects and programmes funded under the NLTP – including programmes to maintain, renew and improve the state highway network and projects that require national coordination, such as the National Ticketing Solution.

## Nationally delivered activities

Nationally delivered activities (NDAs) are non-state highway related activities and programmes delivered or managed by NZTA and included as part of the NLTP.

Examples of NDAs include:

- The Safety Camera Programme.
- The Infrastructure Procurement Strategy.
- A consistent asset management data standard.

NDAs support the wider transport sector with a range of outcomes from improving safety to increasing sector capability. They're developed to give effect to the priorities identified in the GPS 2024.

The legislation requires NDAs be included in the NLTP as a prerequisite to receiving funding from the NLTF.