



NZ Transport Agency Waka Kotahi Performance Report

Quarter 1 2025/26

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More information

NZ Transport Agency Waka Kotahi

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Quarter 1 report 2025/26

57%

System outcome measures are on track in quarter 1

8 out of 14 system outcome measures are on track

73%

Output class are on track in quarter 1

16 out of 22 output class measures are on track

100%

Significant activities are on track quarter 1

All 10 significant activities are on track

86%

Significant capital projects are on track in quarter 1

30 out of 35 capital projects are on track

System outcome measures



- Not on track and unlikely to recover by year-end
- Not on track but likely to recover by year-end
- On track
- Unable to report

Output class measures



- Not on track and unlikely to recover by year-end
- On track
- Not on track but likely to recover by year-end
- Unable to report

Significant activities

10

- Not on track but likely to recover by year-end
- On track
- Unable to report
- Not on track and unlikely to recover by year-end

Significant capital projects



- Red
- Amber
- Green

Highlights

System performance and delivery

We continue to deliver on our core commitments, with all 10 significant activities on track this quarter. The Integrated Delivery Model (IDM) is progressing as planned, with supplier negotiations underway and contracts expected to be finalised by early 2026. The MOVE programme is driving simplification and efficiency, with 8 enterprise initiatives underway and new opportunities for improvement being presented to leadership. Over 85% of our significant capital projects are on track to delivery.

Customer experience and digital transformation

User experience of our services remains a key focus for us. In quarter 1, we began reporting on the new SPE 25/26 measure 'percentage of customers that are very satisfied or satisfied with their most recent experience with NZTA'. Quarter 1 results show that 78% of customers were satisfied with their contact centre experience and 73% were satisfied with their experience using our website. Although this measure is currently reported as not on track, it remains within the accepted margin of error and is still expected to meet the target.

Private vehicle and active mode journey satisfaction both exceed targets (71% and 69% respectively), while public transport satisfaction is stable at 58% despite fare increases. NZTA's digital transformation is advancing, with 59% of transactions now available online, well above the 42% target. A new digital form tool is being implemented to streamline customer self-service and internal workflows, including digitizing critical forms like Medical Fitness to Drive.

Safety and resilience

Road safety outcomes are trending positively. Deaths and serious injuries are below expected figures, with improvements in measures for incidents involving inappropriate speed and restraints. However, there is a noted increase in drug-related incidents, prompting new legislation and research. Major weather event recovery projects in Northland, Coromandel, Hawke's Bay and Tairāwhiti are progressing well, with most expected to be completed or nearing completion by Christmas 2025. The National Resilience Plan and related appropriations are being effectively allocated, supporting recovery and resilience across the network.

Our regulatory performance

Our regulatory performance remains high, with 97% of standard applications for vehicle inspectors and certifiers completed within specified timeframes, and 100% of compliance actions for commercial operators progressed on time. While the quality of regulatory activity was slightly below target at 93%, a review is underway to strengthen processes and improve consistency.

Maintenance of our network

In quarter 1, 98% of potholes were repaired within 24 hours of being logged by contractors, well above the target of 90%. Alongside this, our other maintenance measures remain on track, with 0.13% of the network with resealed and resurfaced pavement and 0.01% of the network with rehabilitated pavement.

Gaps in our performance

While most of our system outcome and output class measures are on track, several gaps remain. Performance gaps remain at the outcome level, some are only just not achieving and are within an expected margin of error and others have persisted from last financial year. Drug-related road safety incidents have increased, exceeding targets for deaths and serious injuries involving drugs. In addition, a regulatory measure and audit ratings also fell short. Continued focus on these areas is needed to ensure year-end recovery and sustained improvement.

Progress towards our system outcomes

This section provides an update on our progress at the end of quarter 1 toward the commitments outlined in the [NZ Transport Agency Waka Kotahi statement of performance expectations 2025/26](#).

Meeting current and future needs

This outcome supports our other system outcomes and is about ensuring the way we work enables us to meet the needs of current and future users and aligns to the priorities of [Government Policy Statement on land transport 2024 \(GPS 2024\)](#). The measures in the table below are reported on an annual basis and will not include quarterly updates. However, they have been included in each quarterly report to provide a comprehensive view of the outcomes we are striving to achieve.

Status Key:  On track to be delivered  Not on track but likely to recover by year-end  Not on track and unlikely to recover by year-end  Unable to report

How we're tracking against our strategic direction			
System outcome measure	2025/26 Target	Year-end 2024/25 result	Year-end 2024/25 status
MEET2 Proportion of the state highway network that meets minimum asset condition requirements	93% or greater	93% B	
MEET3 Expenditure on state highway renewals as a proportion of depreciation (asset sustainability ratio)	Pavement (base): 75–100% Pavement (surface): 70–110% Drainage: 30–100% Traffic facilities: 25–75% Bridges: 20–65%	Pavement (base): 316% Pavement (surface): 71% Drainage: 19% Traffic Facilities: 16% Bridges: 17%	
COL1 Partnerships and engagement with Māori (average performance score of key strategic relationship drivers of Māori partnerships)	45% or greater	46%	
COL2 Partnerships and engagement with stakeholders (co-investment partners) A	54% or greater	70%	
DEL1 Staff engagement (overall engagement score out of 10)	7.5 or greater	7.6	

^a Stakeholders (co-investment partners) include councils, central government, emergency services, corporate suppliers, industry groups and advocacy groups.

What was delivered in quarter 1

- We provided advice to the Ministry of Transport (MOT) to help obtain Cabinet decisions in July 2025. Cabinet agreed to changes that will modernise the Road User Charges system ahead of a fleetwide transition. We also provided advice to the Ministry to help develop and draft the Land Transport (Revenue) Amendment Bill. Departmental consultation on the Bill is scheduled for late October 2025, with introduction into the House expected by the end of the year.
- The Integrated Delivery Model (IDM) is progressing as planned, with tender evaluations for 14 network areas complete, suppliers shortlisted and negotiations underway. Contracts are expected to be awarded by December and finalised by February 2026. We are preparing to implement changes internally for Network Outcomes Contract and IDM programme structure.
- Wave one of the MOVE Programme has 8 enterprise initiatives focused on simplification activities to improve our efficiency. We have completed analysis of 7 initiatives and are presenting simplification and efficiency opportunities to the executive team in early November.

Effectively and efficiently moving people and freight

This outcome is about ensuring networks are available and reliable at consistent levels of service with a focus on increasing the uptake of efficient, cost-effective, low carbon transport options.

Status



On track to be delivered



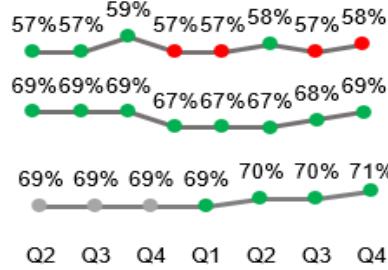
Not on track but likely to recover by year-end

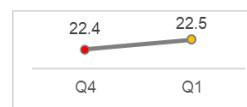


Not on track and unlikely to recover by year-end



Unable to report

Progress against our strategic direction			
System outcome measure	2025/26 Target	Q1 Result	Status
MOVE2 User experience of transport network by mode (Percentage of survey respondents who gave 8-10 out of 10 for their overall journey experience)	Public transport: 59% or greater Active modes: 67% or greater Private vehicles: 69% or greater	58% 69% 71%	
The public transport score has been between 56% and 58% each quarter since September 2024. The score has been impacted by increased public transport fares due to funding limitations and the expectation set out in the Government Policy Statement on land transport 2024 (GPS 2024) to increase private share. Efforts are underway with Public Transport Authorities to find alternatives to simply raising fares in order to improve satisfaction and address system issues.			
Meanwhile, active modes remains stable between 67–69% since June 2023, and private vehicles has seen a minor improvement from 69% in June 2024.	MOVE2 results from Q2 2023/24 to Q1 2025/26		
APD1 Arterial productivity (average number of people moving in major urban areas during peak hours)	Auckland (state highways): 195,800 or greater Auckland (local roads): 29,300 or greater	213,858 30,674	

System outcome measure	2025/26 Target	Q1 Result	Status
ATT1 Arterial travel time (average travel time across the arterial network in major urban areas)	Auckland (state highways) baseline: 11.1 minutes per kilometres	11.1 	
	Auckland (local roads) baseline: 22.4 minutes per kilometres	22.5 	
Arterial productivity is marginally below target for local roads, however above target for state highways. The network as a whole is showing higher productivity than last year. Quarter 1 results also reflect a change in the timing of school holidays which fall in quarter 1 this year, but were in quarter 2 last year.			
RES1 Proportion of unplanned road closures resolved within standard timeframes ^A	Weather events: 60% Other events: 90%	61% 92%	
SHU1 State highway user experience	53% or greater	56%	
DEL5 Percentage of customers that are very satisfied or satisfied with their most recent experience with NZTA ^B	NZTA contact centre (phone): Maintain or increase from baseline 79% NZTA website: Maintain or increase from baseline 74%	78% 73%	
The contact centre is performing well and meeting its targets, with customers noting staff helpfulness. The margin of error over this reporting period is +/- 1.3% at 95% confidence level. The quarter 1 result (78%) falls within this margin and is therefore considered on track for the 2024/25 year. Feedback highlights opportunities to improve renewal timeframes and refund processes. We continue to focus on streamlining policies and making procedural improvements, such as allowing customers to confirm or update their registered address and add temporary address changes during transactions. Continuous improvements are identified from customer feedback to further boost satisfaction.			
TDD1 Percentage of transactions that can be done digitally	42% or greater	59%	
MRFN1 Interpeak predictability of travel times on priority freight routes (percentage of trips completed within expected timeframes)	90% or greater	Unable to report	
This measure will now be reported quarterly rather than annually. Data for the first quarter is not yet available, results will be published once reporting is available.			

^A Standard timeframes are 4 hours for urban roads and 12 hours for rural roads. Urban roads are roads within the boundary of either a major or medium urban area (areas with a population of 30,000 people or greater). All other roads outside this definition are rural roads.

^B This measure reports on new data source that was developed in 2024/25, so there is no historical data available to produce a trend graph, as we have produced for other off-track measures.

What was delivered in quarter 1

- The National Ticketing Solution rollout is progressing as planned, our contracting party met all but one of its deliverables by the milestone date of 30 September (with the one remaining delivered soon after) and is on track to roll out contactless payments across Christchurch in late 2025. The programme's delivery schedule has been updated for all regions, targeting completion by 2027. Budget re-forecasting is in progress, pending clarification of some regional delays. An independent review has been completed, and management is addressing the recommendations under the oversight of the governance board.
- We have procured a new online solution to make it easier for customers to complete forms online. We are working to set up this new tool and we plan to start creating user-friendly forms before the end of the financial year. Current efforts are focused on digitising the medical fitness to drive form and improving the online vehicle registration process to phase out agent-based forms.
- Efforts to explore new funding and delivery models for major transport investments are ongoing. The Northland Corridor Public Private Partnership project has shortlisted 3 consortia from the Expression of Interest process. The NZTA Board approved the Affordability Threshold to be incorporated into the Request for Proposals process which closes on 28 November.
- In June, NZTA convened the inaugural Transport Funding and Financing Working Group, comprised of NZTA, National Infrastructure Funding and Financing Co (NIFFCO), MOT and Treasury officials. NZTA project leaders (e.g. for Additional Waitemata Harbour Connections, Northwest Busway and SH1 Wellington Improvements) provide project details and identify opportunities for alternate funding and financing including tolling, infrastructure funding and financing, and development contributions.
- The draft response to MOTs request for information to inform the development of GPS 2027 was provided to MOT on schedule, in September. This work is being reviewed by MOT's third-party reviewer with feedback expected mid-December. This will inform the development of our final response due in February 2026.

Safe

This outcome is about a safe land transport system that is managed to reduce the likelihood of death and serious injuries on that system.

Status Key:  On track to be delivered  Not on track but likely to recover by year-end  Not on track and unlikely to recover by year-end

Progress against our strategic direction			
System outcome measure	2025/26 Target	Q1 Result	Status
SAFE1 Deaths and serious injuries ^A	Less than 2917	2745	
SAFE3 Number of deaths and serious injuries with inappropriate speed, including excessive speed, being a contributing factor ^A	Less than 695	580	
SAFE4 Number of deaths and serious injuries where restraints were not worn ^A	Less than 325	244	
SAFE7 Number of deaths and serious injuries involving alcohol and drugs ^A	Drivers who have tested above the limit (or refused a test) for: alcohol only: 362 or less drugs only: 200 or less alcohol and tested positive for drugs: 71 or less	323 386 80	

We continue to see increases in the number of drivers testing positive for drugs and both alcohol and drugs in fatal and serious crashes. The proposed introduction of new roadside drug testing legislation later this year will enable Police to undertake oral fluid testing at the roadside for drug screening purposes. Drivers who return a positive screening result will have an oral fluid sample sent for evidential laboratory testing and if positive will receive the required infringement fee and demerit points.

We are also commissioning research to better understand the role of drugs in safety outcomes, to determine effectiveness of Oral Fluid Tests, and to establish ongoing reporting, which will enhance understanding and monitoring of drug impairment's impact on road safety over time.

SAFE2 Significant incident frequency rate ^B	NZTA employees: Less than the baseline 2.43	1.58	
	Supply partners: Less than the baseline 22.43	19.59	

System outcome measure	2025/26 Target	Q1 Result	Status
DEL4 Quality of regulatory activity (percentage of regulatory activity that conforms to key decision-making criteria)	95% or greater	91%	
<p>The percentage of regulatory activity that conforms to key decision-making criteria has trended downwards. This is predominantly due to low quality assurance scores in a single regulatory domain, which is being addressed and expected to improve in future quarters.</p> <p>DEL4 results from Q2 2023/24 to Q1 2025/26</p>			

^A All SAFE measures are rolling 12-monthly results. For quarter 4 they cover the 12-month period from July 2024 to June 2025.

^B The significant injury frequency rate includes both employee and contractor incidents and hours worked.

What was delivered in quarter 1

- We continue to deliver on and contribute to the required actions as outlined in the government's road safety objectives. This reporting is available through MOTs quarterly reporting on the Road Safety Objectives: [New Zealand's Road Safety Objectives | Ministry of Transport](#).
- Implementation of the Tū ake, Tū māia strategy continued to build momentum in quarter 1, with progress on strategic risk assessments, regulatory reporting and deployment of the Safety Camera System. Key regulatory functions were strengthened through clearer risk ownership, improved reporting cadence and early operating model changes. While some milestones were deferred due to planning and capacity constraints, a 6-month reset is scheduled to refine delivery sequencing and improve alignment. The regulatory maturity framework is now embedded in reporting, and impact measurement is underway for priority areas. Work to refresh the strategy will commence in quarter 3 as part of its scheduled 3-year review.

Environmentally sustainable

This outcome is about reducing harm to and improving the environment, with a focus on reducing greenhouse gas emissions and climate change adaptation, including reflecting expectations on us set by the Carbon Neutral Government Programme.

Status Key:  On track to be delivered  Not on track but likely to recover by year-end  Not on track and unlikely to recover by year-end

Progress against our strategic direction		Year-end 2024/25 result	Year-end 2024/25 status
NZTA result measure	2025/26 Target		
IPOE2 NZTA corporate carbon footprint	1933 tonnes CO ₂ e	2065 tonnes CO ₂ e (unverified)	
ICF1 Infrastructure carbon footprint	Report infrastructure emissions	Improved methodology for infrastructure carbon reporting developed and implemented	

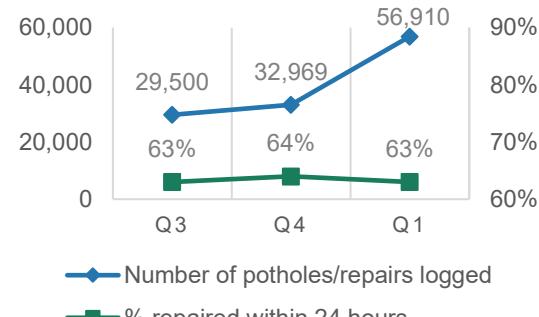
What was delivered in quarter 1

- Our third-party service provider completed Phase 1 of an enterprise climate and natural hazard risk assessment, piloting a scalable method for evaluating physical risks to roading assets in Marlborough, Taranaki, and Gisborne. The proof of concept involved 4 key components: assessing natural hazard and climate exposure, probabilistic risk modelling, and calibration with Cyclone Gabrielle. The evidence to support the information request from MOT for GPS 27 and established a framework for national climate and hazard risk insights. Planning for Phase 2, which will deliver national-level current and future risk assessments, is underway and expected to finish by March 2026. Phase 3 will begin after April 2026, aiming to enhance understanding of asset vulnerability and economic impacts.

Approved organisation reporting on Ministerial expectations

Approved organisations (AOs) are mainly local authorities, regional councils, and other entities involved in delivering land transport activities. They deliver land transport activities funded by the National Land Transport Fund (NLTF), in line with ministerial expectations. This is a summary of reporting by AOs on ministerial expectations, with a mix of self-reported data and self-assessed tracking. In quarter 1, 100% (79 out of 79) of AOs provided a quarter 1 report on ministerial expectations.

The table below outlines some of the key results.

Self-reported compliance	Proportion of applicable ^A AOs on track	Commentary												
On track in taking steps to improve response times for contractors to fix potholes on local roads ^B	90% (61 out of 68)	<p>Road controlling authorities (RCAs) reported 56,910 pothole repairs were logged during the quarter (compared to 37,855 in quarter 4). Response times varied across different types of roads and regions, with 63% of repairs reported being done within 24-hours during the quarter (similar to 64% in quarter 4).</p> <p>Most RCAs report to be tracking towards or meeting the 24-hour repair target for arterial roads, but many set longer timeframes for lower-volume roads. Several RCAs lack robust reporting against a 24-hour response time.</p> <p>Most RCAs reported a growing level of confidence (average of 3.6 out of 5) in the data, this is due to more accurate reporting by roading contractors.</p>  <table border="1"> <thead> <tr> <th>Quarter</th> <th>Number of potholes/repairs logged</th> <th>% repaired within 24 hours</th> </tr> </thead> <tbody> <tr> <td>Q3</td> <td>29,500</td> <td>63%</td> </tr> <tr> <td>Q4</td> <td>32,969</td> <td>64%</td> </tr> <tr> <td>Q1</td> <td>56,910</td> <td>63%</td> </tr> </tbody> </table>	Quarter	Number of potholes/repairs logged	% repaired within 24 hours	Q3	29,500	63%	Q4	32,969	64%	Q1	56,910	63%
Quarter	Number of potholes/repairs logged	% repaired within 24 hours												
Q3	29,500	63%												
Q4	32,969	64%												
Q1	56,910	63%												
On track in terms of reducing costs of temporary traffic management (TTM) ^B	99% (68 out of 69)	<p>The quarter 1 average TTM cost of NLTF funded activities is 11.4% for RCAs, with a range of 0% to 33%. The average data confidence score is 3.1 (out of 5), similar to what was reported in quarter 4 (3 out of 5).</p> <p>Approximately 2,800 TTM site inspections were recorded in quarter 1, the same as in quarter 4. These highlighted 154 instances where TTM is no longer required.</p>												

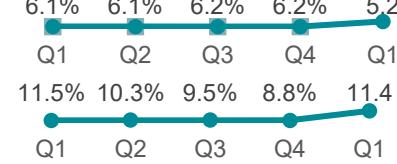
Self-reported compliance	Proportion of applicable ^A AOs on track	Commentary
		Some RCAs began reporting on their planned adoption of the New Zealand guide to temporary traffic management (NZGTTM), we expect to report on this from quarter 2.
On-track with taking steps to increase public transport private share revenue	93% (13 out of 14)	In quarter 1 the national figure for public transport private share revenue was 23.2%, which is slightly down from 23.8% in quarter 4. This reduction is attributable to lower-than-expected patronage.
On-track with taking action to support the National Ticketing Solution	93% (13 out of 14)	Public transport authorities (PTAs) reported they were working with NZTA on the development of the national ticketing solution (NTS) system to ensure they are ready to make the transition from current ticketing systems to the NTS. Steps taken in quarter 1 included identifying areas of potential harmonisation, for example the 2 largest PTAs adopted the child 16–18-year-old concession to replace their school-based concessions. Canterbury Regional Council undertook testing of contactless payments in Greater Christchurch. PTAs are encountering budget issues with increased costs due to the longer roll out period.
Achieve value for money from road safety promotion programmes	89% (48 out of 54)	AOs leveraged national advertising and education resources to maximise impact and cost-effectiveness while expanding local efforts such as workshops, school-based programmes, and community events. There was a notable increase in regional collaboration, with AOs partnering to deliver unified road safety messages and share resources, especially for Motorcycle Awareness Month (an ACC-led initiative), young drivers, school communities, and child restraint use.

^A The word 'applicable' aims to clarify that the percentage only applies to those AOs who reported, plus the ministerial expectation sometimes only applies to RCAs or PTAs (that is why there are different numbers shown).

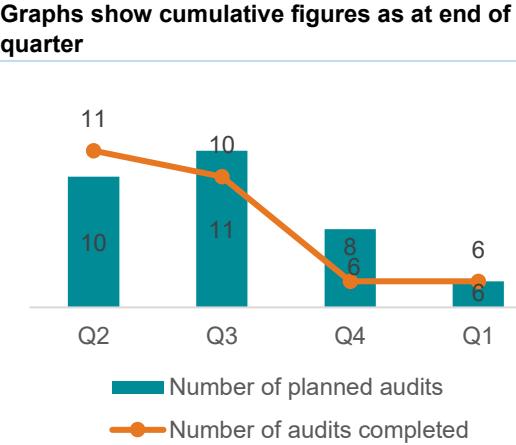
^B More detailed pothole and TTM information is available on the Road Efficiency Group Transport Insights web portal.

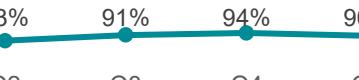
Progress towards Performance and Efficiency Plan objectives

This section provides a quarterly summary of activities NZTA is delivering to improve performance and efficiency. Only finalised measures with updates for quarter 1 are included in this section. This will expand as measures are finalised, and further reporting becomes available.

What we will monitor and measure	Result (where applicable)	Commentary																			
Improving the management of benefits, cost, risk and uncertainty at the programme and activity class level																					
Information on investment in NLTP toward land transport benefits		Work has been initiated to establish a benefits management function. The initial focus is on (1) completing research to recommend any updates to our existing benefits and measures to ensure they remain current and appropriate and (2) identifying the requirements to update Transport Investment Online to capture appropriate benefits information against activities requesting funding. Both steps have now been completed.																			
Benefits management reporting approach		Research has been completed reviewing our existing benefits and measures. This recommends various adjustments, and implementation planning to make agreed changes is underway.																			
Delivery milestones and benefit profiles		See appendix 2 for updates on delivery of our significant capital projects, including Roads of National Significance (RoNS).																			
Percentage of expenditure on TTM in state highway and local road roading projects¹	State highways: 5.2% Local roads: 11.4%	State highway results are below expected levels for quarter 1 but are expected to increase during the summer season.	 <table border="1"> <caption>TTM expenditure percentage data</caption> <thead> <tr> <th>Quarter</th> <th>State highways (%)</th> <th>Local roads (%)</th> </tr> </thead> <tbody> <tr> <td>Q1</td> <td>6.1</td> <td>11.5</td> </tr> <tr> <td>Q2</td> <td>6.1</td> <td>10.3</td> </tr> <tr> <td>Q3</td> <td>6.2</td> <td>9.5</td> </tr> <tr> <td>Q4</td> <td>6.2</td> <td>8.8</td> </tr> <tr> <td>Q1</td> <td>5.2</td> <td>11.4</td> </tr> </tbody> </table>	Quarter	State highways (%)	Local roads (%)	Q1	6.1	11.5	Q2	6.1	10.3	Q3	6.2	9.5	Q4	6.2	8.8	Q1	5.2	11.4
Quarter	State highways (%)	Local roads (%)																			
Q1	6.1	11.5																			
Q2	6.1	10.3																			
Q3	6.2	9.5																			
Q4	6.2	8.8																			
Q1	5.2	11.4																			
Number of TTM site inspections	State highways: 273 Local roads: 2798	Inspections are lower in winter but are expected to increase during summer season.	 <table border="1"> <caption>TTM site inspections data</caption> <thead> <tr> <th>Quarter</th> <th>State highways (n)</th> <th>Local roads (n)</th> </tr> </thead> <tbody> <tr> <td>Q1</td> <td>42</td> <td>3665</td> </tr> <tr> <td>Q2</td> <td>42</td> <td>7744</td> </tr> <tr> <td>Q3</td> <td>803</td> <td>12673</td> </tr> <tr> <td>Q4</td> <td>1395</td> <td>15504</td> </tr> <tr> <td>Q1</td> <td>273</td> <td>2798</td> </tr> </tbody> </table>	Quarter	State highways (n)	Local roads (n)	Q1	42	3665	Q2	42	7744	Q3	803	12673	Q4	1395	15504	Q1	273	2798
Quarter	State highways (n)	Local roads (n)																			
Q1	42	3665																			
Q2	42	7744																			
Q3	803	12673																			
Q4	1395	15504																			
Q1	273	2798																			

¹ TTM costs are reported for the financial year to date and based on expenditure on pothole prevention, maintenance, operations and improvements for local roads and state highways respectively.

What we will monitor and measure	Result (where applicable)	Commentary																			
Number of redundant TTM sites	State highways: 38 Local roads: 154	Increased inspection activities during the summer are expected to help reduce the number of redundant sites.	 <table border="1"> <thead> <tr> <th>Quarter</th> <th>State highways</th> <th>Local roads</th> </tr> </thead> <tbody> <tr> <td>Q1</td> <td>2</td> <td>249</td> </tr> <tr> <td>Q2</td> <td>23</td> <td>1295</td> </tr> <tr> <td>Q3</td> <td>76</td> <td>3272</td> </tr> <tr> <td>Q4</td> <td>155</td> <td>3646</td> </tr> <tr> <td>Q1</td> <td>38</td> <td>154</td> </tr> </tbody> </table>	Quarter	State highways	Local roads	Q1	2	249	Q2	23	1295	Q3	76	3272	Q4	155	3646	Q1	38	154
Quarter	State highways	Local roads																			
Q1	2	249																			
Q2	23	1295																			
Q3	76	3272																			
Q4	155	3646																			
Q1	38	154																			
Proportion of technical and procedural approved organisation investment audits completed against plan	We have completed 6 audits, 2 technical and 4 procedural.	We have undertaken 2 technical and 4 procedural audits, however the finalised audit reports have not been published as we await final management responses from the AOs. Audits are all being completed as scheduled.	<p>Graphs show cumulative figures as at end of quarter</p>  <table border="1"> <thead> <tr> <th>Quarter</th> <th>Number of planned audits</th> <th>Number of audits completed</th> </tr> </thead> <tbody> <tr> <td>Q2</td> <td>11</td> <td>10</td> </tr> <tr> <td>Q3</td> <td>10</td> <td>11</td> </tr> <tr> <td>Q4</td> <td>8</td> <td>6</td> </tr> <tr> <td>Q1</td> <td>6</td> <td>6</td> </tr> </tbody> </table>	Quarter	Number of planned audits	Number of audits completed	Q2	11	10	Q3	10	11	Q4	8	6	Q1	6	6			
Quarter	Number of planned audits	Number of audits completed																			
Q2	11	10																			
Q3	10	11																			
Q4	8	6																			
Q1	6	6																			
Proportion of approved organisation audit ratings that are effective, some improvement needed, significant improvement needed and unsatisfactory	Some improvement needed: 1	Only one audit has been finalised this quarter and this was a procedural audit. The rating has improved from significant improvement needed to some improvement needed. As noted earlier, we await final management responses from AOs on 6 other audits. Result shows audit rating given in the 2025/26 year.																			
Delivery of the review of road safety investment	Draft report has been completed, and the next step is to provide the report to MOT for their feedback in October 2025.																				
TTM requirements written into maintenance contracts	Currently 72% of Maintenance and Operations contracts have been converted to the risk-based NZGTTM.																				
Implementation of new audit and assurance processes	New audit and assurance process is in place and being implemented. Inspections are being undertaken and redundant sites managed. These assurance processes check contractors have appropriate systems in place.																				

What we will monitor and measure	Result (where applicable)	Commentary											
Number of new TTM credentials created	6	A total of 6 new credentials are available to the workforce and a further 3 are in development.	 <p>Graph shows cumulative total of new credentials created</p> <table border="1"> <thead> <tr> <th>Quarter</th> <th>Value</th> </tr> </thead> <tbody> <tr> <td>Q3</td> <td>2</td> </tr> <tr> <td>Q4</td> <td>6</td> </tr> <tr> <td>Q1</td> <td>6</td> </tr> </tbody> </table>	Quarter	Value	Q3	2	Q4	6	Q1	6		
Quarter	Value												
Q3	2												
Q4	6												
Q1	6												
Number of existing TTM credentials transferred to the new TTM qualifications framework	16	A total of 16 credentials discontinued by NZTA. Two NZTA credentials remain, plans are in place to discontinue these. Delays have occurred due to third party funding for the third parties developing the replacement credentials.	 <p>Graph shows cumulative total of credentials discontinued by NZTA</p> <table border="1"> <thead> <tr> <th>Quarter</th> <th>Value</th> </tr> </thead> <tbody> <tr> <td>Q3</td> <td>7</td> </tr> <tr> <td>Q4</td> <td>16</td> </tr> <tr> <td>Q1</td> <td>16</td> </tr> </tbody> </table>	Quarter	Value	Q3	7	Q4	16	Q1	16		
Quarter	Value												
Q3	7												
Q4	16												
Q1	16												
Percentage of NLTF-funded business change initiatives with monitored benefits	90%	Cross-portfolio review of all benefits profiles conducted, with additional profiles added since previous quarter. Only 2 (Asset Management Data Standard Infrastructure Procurement) of 19 do not have the required information, given their position in lifecycle (post-business case). These have active remediation plans to bring the profile to the expected standard in this quarter. Information is held in benefit register and benefits are reviewed.	 <p>Percentage of NLTF-funded business change initiatives with monitored benefits</p> <table border="1"> <thead> <tr> <th>Quarter</th> <th>Value</th> </tr> </thead> <tbody> <tr> <td>Q2</td> <td>83%</td> </tr> <tr> <td>Q3</td> <td>91%</td> </tr> <tr> <td>Q4</td> <td>94%</td> </tr> <tr> <td>Q1</td> <td>90%</td> </tr> </tbody> </table>	Quarter	Value	Q2	83%	Q3	91%	Q4	94%	Q1	90%
Quarter	Value												
Q2	83%												
Q3	91%												
Q4	94%												
Q1	90%												
Increasing the capability and capacity of the transport sector													
Proportion of PACE performance assessments in which suppliers have achieved or exceeded "Requirements fully met"²		This quarter, 89% of PACE assessments met or exceeded the "Requirements Fully Met" standard, up 3 percentage points from quarter 4 2024/25 and well above the 60% target. This marks 4 strong quarters, reflecting successful and growing adoption of the Supplier Performance Evaluation framework.	 <p>Proportion of PACE performance assessments in which suppliers have achieved or exceeded "Requirements fully met"</p> <table border="1"> <thead> <tr> <th>Quarter</th> <th>Value</th> </tr> </thead> <tbody> <tr> <td>Q2</td> <td>82%</td> </tr> <tr> <td>Q3</td> <td>85%</td> </tr> <tr> <td>Q4</td> <td>82%</td> </tr> <tr> <td>Q1</td> <td>89%</td> </tr> </tbody> </table>	Quarter	Value	Q2	82%	Q3	85%	Q4	82%	Q1	89%
Quarter	Value												
Q2	82%												
Q3	85%												
Q4	82%												
Q1	89%												

² PACE performance assessment rates are set out as: <35% unsatisfactory, 36-49% needs improvement, 50-59% Acceptable, 60-70% requirements fully met, 71-85% exceeds requirements, 86-100% superlative.

What we will monitor and measure	Result (where applicable)	Commentary
Delivery of Integrated Delivery Model (IDM) and integrated delivery contracts (IDC)	Cost modelling is underway, to establish baseline delivery costs and quantify expected efficiency and performance improvements under the IDM.	
Work undertaken to agree on outcomes of IDM and identify ways of measuring changes	Findings from the modelling outlined above will define measurable outcomes and indicators for NZTA's Performance and Efficiency Plan. The draft findings are due in November 2025, aligning with completion of IDM evaluation and negotiation activities.	
Improving asset management practices across the sector		
Transition to compliance with CO (23) 9 through chief executive attestation letter	Asset management excellence project is underway, with the project in the pre-implementation phase. First iteration of the asset criticality tool has been completed and is now being considered as part of our strategic planning. The asset management excellence project is designed to improve how we manage assets by introducing systematic practices and tools, such as the asset criticality tool, to better identify and prioritise key assets. These improvements help ensure compliance with government requirements (specifically CO (23) 9), providing assurance that NZTA is following best practice and actively monitoring its progress in asset management.	
Reporting in line with Cabinet Office (CO) Circular (23) 9	September Quarterly Investment Report (QIR) is underway, the content is in line with Treasury expectations and requirements. The June QIR Cabinet Paper was submitted to Treasury by the October deadline.	
Ensuring business case and cost estimation processes reflect best practice		
Delivery of step change in project development (business case) process (Transforming Project Development project)	The decision-led approach (DLA) is now embedded across all state highway infrastructure projects, following its successful use in RoNS investment cases. DLA ensures the right work is done at the right time to support informed decision-making, with a strong focus on project objectives, scope, risk, and cost. It aligns with Treasury's Better Business Case methodology and investment lifecycle. In September 2025, NZTA released draft guidance to the wider sector, with finalisation expected in early 2026 following feedback. Sector-wide information sessions began in October to support adoption. This transition marks a broader improvement in NZTA's business case development process. Under the Transforming Project Development initiative, DLA has reduced development timeframes and improved investment quality. As the measure moves to business-as-usual, formal reporting will conclude this quarter (quarter 1 2025/26).	

What we will monitor and measure	Result (where applicable)	Commentary	Proportion of decisions made within 35 days					
Interim: business case approval timelines – proportion of decisions made within 35 days (includes decisions where Board approval is required)	<p>90 of 100 decisions were made within 35 days during quarter 1. This includes both NZTA and AO projects. The reporting methodology has been updated to exclude Board decisions and now provides a more accurate reflection of the overall process.</p> <p>From a rolling 12-month perspective (October 2024 – September 2025), 82% of decisions (446 out of 545), excluding Board decisions, were made within 35 days.</p>		80%	72%	80%	80%	90%	Q1 Q2 Q3 Q4 Q1
Delivery of cost estimation improvements	A range of initiatives are underway to improve cost estimation and risk management processes for capital projects. Key actions include developing a comprehensive Cost Book database and benchmarking tool, continuing the rollout of the active risk management (ARM) system, and drafting new guidance for contingency assessment and management. The phased implementation of a new software aims to enhance project scheduling and transparency. Updates to the SM014 manual will provide a clearer, unified standard for cost estimation. The AI trial is being expanded to improve cost forecasting and risk identification. Lastly, the Cost Consultant Panel's scope is being broadened to include primary estimating, ensuring all cost estimations are managed by experienced professionals for better control and accountability.							
Manage overhead and back-office costs								
NZTA effectiveness and efficiency reporting	The MOVE Programme Wave one has 8 enterprise initiatives that are currently being delivered. These initiatives are focused on simplification activities that will improve our efficiency. We have completed the deep dive analysis of the first 7 initiatives and are presenting simplification and efficiency opportunities to the executive team in early November.							

North Island Weather Event reporting

Key:		High confidence that the programme will be completed within the conditions of the appropriation					Medium confidence that the programme will be completed within the conditions of the appropriation					Low confidence that the programme will be completed within the conditions of the appropriation	
Programme (Appropriation)	Schedule	Forecast against approved funding	Project risk	% complete	Total appropriation (\$m)	Spend to date (Since Feb 23) (% of appropriation)	Spend since last reporting (\$m)	Approved spend and/or allocated to councils (\$m)	Funds remaining (\$m)	Progress update			
National Resilience Plan 1 (SH Recovery)				77%	1,057.3	814.6 (77%)	13.7	1,057.3	0.0	<p>The SH1 Brynderwyn Hill corridor continues to perform well. The temporary speed limit will remain until final paving is completed over 2 planned weekends in November 2025, with the second weekend used only if needed. Some night-time one-lane closures will occur for preparation, and detour routes will be checked in advance.</p> <p>All physical works on the Mangamuka Gorge project are now complete. The project team is finalising closeout documentation, with the official handover to the NZTA Maintenance and Operations team expected shortly.</p> <p>Work continues around the Coromandel Peninsula. Four sites remain, with 3 underway and the final one being prepared for procurement.</p> <p>Steady progress continues across Hawke's Bay and Tairāwhiti, with the majority of Recovery projects expected to be completed or nearing completion by Christmas 2025. This includes Devil's Corner, where a 4 km section will be fully asphalted.</p> <p>Following this, Transport Rebuild East Coast will shift focus to 4 major remaining projects, all scheduled for completion by mid-2026 in alignment with the funding timeline. These projects include:</p> <ul style="list-style-type: none"> - Flood mitigation at Rototahe. Construction at Rototahe is underway, with completion expected by February 2026. - Replacement of Hikuwai Bridge. Underway, completion mid-2026. First case pilings have arrived. - Road recovery through Mangahauini Gorge. Early works and site establishment are underway for the SH35 Mangahauini Gorge project, which is on track for completion by mid-2026. Contractors are removing 50,000 cubic metres of debris by Christmas. A nearby fill site has been carefully chosen by hapu and iwi, to ensure the displaced whenua stays in the Mangahauini Gorge. 			

Programme (Appropriation)	Schedule	Forecast against approved funding	Project risk	% complete	Total appropriation (\$m)	Spend to date (Since Feb 23) (% of appropriation)	Spend since last reporting (\$m)	Approved spend and/or allocated to councils (\$m)	Funds remaining (\$m)	Progress update
										- Road raising and realignment at Hakanui Straight (formerly Nesbitt's Dip) to mitigate flooding. Main construction activities are progressing well.
National Resilience Plan Phase 1 (SH Minor Resilience)				63%	40.0	25.2 (63%)	0.0	40.0	0.0	The approved projects span locations across Northland, Coromandel, Tairāwhiti, and Hawke's Bay. Specific sites include Devil's Elbow, Mangahauini, Turihana Point North and South, Uawa, and Paihia. Construction packages are currently being developed, with works scheduled to commence during the upcoming construction season (from October 2025). Completion is anticipated by mid-2026.
Budget 2024 (LR recovery)				29%	330.0	95.1 (29%)	13.3	241.7	88.3	With the multi-year appropriation approved and Budget 2025 funding there is sufficient appropriation available for NIWE Local Road Recovery. \$26m of this appropriation has already been approved to be rephased into 2026/27 so the funding budgeted for 2025/26 is \$231.7m. To date, \$142.3m has been allocated to the councils for spend in 2025/26. Gisborne District Council, Hastings District Council and Napier City Council are the only councils remaining without their entire recovery programme approved. The works left to be approved are mainly the large bridge replacements which are in the feasibility and costing phase.
Budget 2025 (LR recovery)				0%	219.0	0.0 (0%)	0.0	0.0	219.0	Appropriation is for 2026/27 to 2028/29.

Financial performance

National Land Transport Fund (NLTF) revenue

Highlights		MONTH		YEAR TO DATE				FULL YEAR		NLTP 2024-27	
		Actual \$m	Budget \$m	Actual \$m	Budget \$m	Variance \$m	%	Forecast \$m	Budget \$m	Forecast \$m	Budget \$m
• Year to date NLTF revenue excluding Crown top-ups is \$11m (1%) above budget, driven by road user charges.	Fuel Excise Duty	114	156	480	485	(5)	(1%)	1,850	1,850	5,680	5,716
• Crown tops-ups are \$167m (22%) below budget. No funding from the NLTP loan has been needed in the year to date.	Road user charges	177	167	508	480	28	6%	2,137	2,137	6,510	6,709
	Other NLTF revenue	34	37	102	115	(13)	(11%)	521	521	1,484	1,427
	NLTF revenue	325	360	1,091	1,080	11	1%	4,508	4,508	13,675	13,852
	Crown grant	86	86	258	258	0	0%	1,035	1,035	3,368	3,144
	NLTP loan	0	77	0	173	(173)	(100%)	970	970	2,810	2,740
	Other Crown funding	71	73	204	198	6	3%	880	880	2,398	2,132
	Crown revenue top-ups	157	236	462	629	(167)	(27%)	2,885	2,885	8,576	8,016
	Total NLTF plus Crown	482	596	1,552	1,709	(157)	(9%)	7,393	7,393	22,251	21,868

NLTF Revenue excluding Crown Top-ups

\$M

Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun

— Actual 2024/25 — Actual 2025/26 Budget 2025/26

To show sources and amounts of NLTF revenue that funds (along with Crown grants and debt) the NLTP

National Land Transport Fund (NLTF) expenditure

Highlights

NLTF funded expenditure

- Activity class expenditure is in line with budget YTD (refer next slide for details).
- Debt and interest is \$68m (60%) above budget reflecting early repayment of our short-term facilities in August of \$125m.

Crown funded expenditure

- \$3m (1%) below budget.
- Notable variances include MCIP ahead of budget by \$24m (19%) offset by small variances in all other areas.

	MONTH		YEAR TO DATE			FULL YEAR		NLTP 2024-27		
	Actual \$m	Budget \$m	Actual \$m	Budget \$m	Variance \$m	%	Forecast \$m	Budget* \$m	Forecast \$m	Budget* \$m
Activity class expenditure	522	548	1,352	1,353	1	0%	6,999	6,999	21,025	21,044
Debt and interest repayment	11	22	181	113	(68)	(60%)	449	449	2,013	1,851
Housing Infrastructure Fund	2	4	5	12	7	58%	48	48	141	152
Total NLTF funded exp.	535	574	1,538	1,478	(60)	(4%)	7,496	7,496	23,179	23,047
Crown funded exp. (non NLTF)	105	111	289	292	3	1%	1,248	1,248	3,726	4,990
NLTF & Crown funded exp.	640	685	1,827	1,770	(57)	(3%)	8,744	8,744	26,905	28,037

* Budget set at the start of the NLTP 2024-27 period. The budget was increased in late 2024/25 to reflect the late injection of Crown funding available.

Activity Class Expenditure

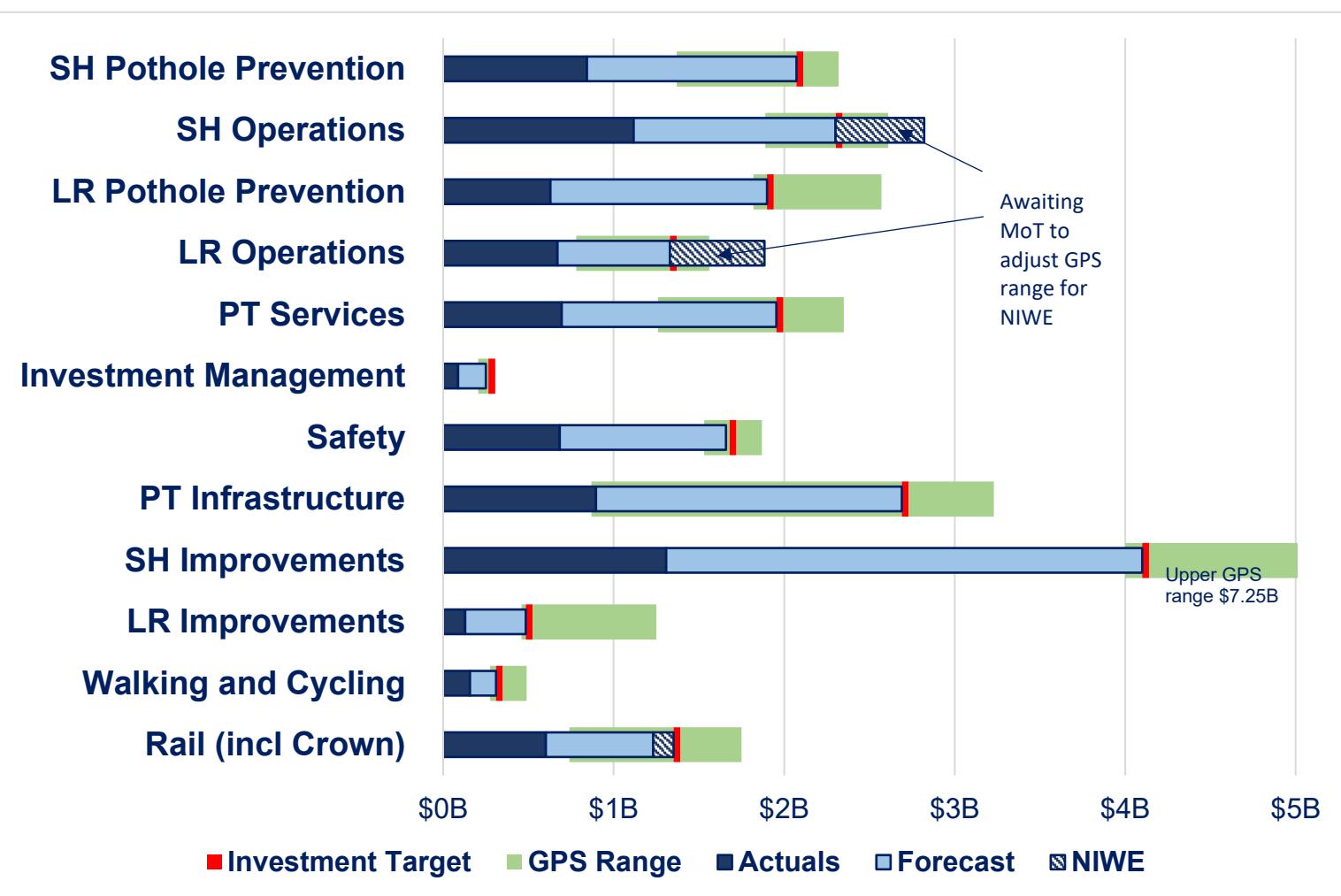


To show key spend lines and total spend against plan, together with remaining forecast spend for the NLTP

Activity class overview

Highlights

- Overall expenditure in SH Operations and Pothole prevention is aligned with budget. Approx. \$145m of the emergency works allocation for 24/25 remains uncommitted. Recent Taranaki and Ruapehu events are expected to be affordable to the NLTF.
- Local Road Maintenance remains broadly in line with budget – with claims in pothole prevention being marginally below expectation.
- SH Improvements spend remained 14% above budget with strong spend predominantly from RoNS property. Available project reporting suggests spend is likely to moderate in October.
- Public Transport Infrastructure and Services are both tracking close to budget. Costs from delays to NTS and PTAs continuing existing ticketing systems for this NLTP are being assessed.
- Expenditure in Local Road Improvements remains below expectation. Consideration is being given to releasing additional funding for LCLR and possible activities.



To show overall progress against investment targets and activity class GPS ranges

Appendices

Appendix 1: Performance against SPE 2025/26 commitments

Explanatory notes, providing detailed information on measures and targets including how they are calculated and any relevant data judgements, are coming soon to [NZ Transport Agency Waka Kotahi statement of performance expectations 2025/26 | NZ Transport Agency Waka Kotahi](#)

Status Key:	On track to be delivered	Not on track but likely to recover by year-end	Not on track and unlikely to recover by year-end
Not on track but likely to recover by year-end			
Measure name	2025/26 target	Q1 result	Status
Output class measures			
Regulation of vehicles			
VSC1 Proportion of non-compliance actions for vehicle inspecting organisations, vehicle certifiers and vehicle inspectors that are progressed within acceptable timeframes	95% or greater	93%	● Management of complex cases for four regulated parties resulted in non-compliance actions for these not being closed out before their due date, resulting in a significant dip in results for the month of August (88%). Results in other months have exceeded targets, and this trend is expected to continue, and we should return to meeting target in quarter 2.
99% 99% 100% 100% 99% 99% 98% 93% 			
Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1			
VSC1 results from Q2 2023/24 to Q1 2025/26			

Not on track but likely to recover by year-end				
Measure name	2025/26 target	Q1 result	Status	Commentary
Safety				
SFY3 Proportion of road safety advertising campaigns that meet or exceed their agreed success criteria	86% or greater	75%	●	<p>All road safety advertising campaigns in quarter 1 achieved their targets except for the “would you rather” drink-driving campaign, which missed its target for audience relevance by 2 percentage points. Due to its higher weighting in the methodology, this campaign’s shortfall had a greater impact on the overall quarter 1 result. The campaign was retired at the end of 2024/25 after consistently not meeting all targets, and although it was not run this quarter, its previous results still affect the current quarter result due to the rolling average calculation.</p> <p>SFY3 results from Q2 2023/24 to Q1 2025/26</p>
Unable to be reported measures				
Measure name	2025/26 target	Q1 result	Status	Commentary
Output class measures				
Regulation of the rail transport system				
RTS1 Proportion of non-compliance actions for rail participants that are progressed within acceptable timeframes	95% or greater	Unable to report		Due to migration to a new system and changes in reporting data for this measure is unavailable.
RTS3 Proportion of ordinary safety assessments completed for rail	95% or greater	Unable to report		Due to migration to a new system and changes in reporting data for this measure is unavailable.

Unable to be reported measures				
Measure name	2025/26 target	Q1 result	Status	Commentary
licence holders within specified timeframes				
Safety				
SFY1 Number of passive breath tests and breath screening tests conducted (delivered by New Zealand Police)	3.3 million or greater	Unable to report	Reporting on this measure is on hold due to data integrity issues under investigation and we are unable to report in quarter 1.	
SFY5 Number of hours mobile cameras are deployed (delivered by NZTA)	To be developed in 2025/26	Unable to report	While the full fleet of mobile cameras is not yet deployed, and therefore we are unable to provide an accurate baseline, the contracted hours of 80,000 per annum are expected to be met this year.	

On track to be delivered					
Measure name	2025/26 target	Q1 result	Status		
SHP1 Percentage of network with resealed and resurfaced pavement	8% or greater (1,931 lane kms)	0.13%			
SHP2 Percentage of network with rehabilitated pavement	1.2% or greater (289 lane kms)	0.01%			
SHP3 Percentage of potholes repaired within 24 hours from being logged by contractors	90% or greater	98%			
Investment management					
IM1 Proportion of total cost of managing the investment funding allocation system to National Land Transport Programme expenditure	0.9% or less	0.9%			
Regulation of drivers					
DLT1 Proportion of non-compliance actions for driver licence course providers and testing officers that are progressed within acceptable timeframes	95% or greater	100%			
DLT2 Proportion of practical tests taken within 30 working days of booking	75% or greater	93%			
DLT3 Number of compliance monitoring activities for driver licensing and testing course providers and driver testing officers	400 or greater	219			

On track to be delivered		2025/26 target	Q1 result	Status
Measure name				
Regulation of vehicles				
VSC2 Number of compliance monitoring activities completed for inspecting organisations and vehicle inspectors		4000 or greater	1388	
VSC3 Proportion of standard applications completed for inspecting organisations, vehicle inspectors, and specialist certifiers within specified timeframes		95% or greater	97%	
CTO1 Proportion of non-compliance actions for commercial operators that are progressed within acceptable timeframes		95% or greater	100%	
CTO2 Number of compliance monitoring activities completed for commercial transport service licence holders and commercial drivers (classes 2-5)		3400 or greater	1241	
CTO3 Proportion of transport service licences and permitting applications completed within the specified timeframes		95% or greater	98%	
RTS2 Number of compliance monitoring activities completed for rail licence holders		50 or greater	19	
REV2 Proportion of refunds processed within 20 working days		85% or greater	100%	
REV3 Number of road user charges compliance monitoring activities completed for all road users ^A		200 or greater	61	
Safety				
SFY4 Number of officer issued speed offences (delivered by New Zealand Police)		430,000	136,495	

^A Results are for a 12-month rolling period

Significant activities

Key:		On track to be delivered		Not on track but likely to recover by year-end		Not on track and unlikely to recover by year-end
Significant activity						Status
Meeting current and future needs						
1.1: support the Ministry of Transport with the policy and legislative development for the fleetwide transition to the road user charges system.						
1.2: implement the Integrated Delivery Model (IDM) by completing the evaluation and negotiation phase by December 2025, and the transition to the integrated delivery contracts (IDCs) by April 2026.						
1.3: deliver the first wave of the NZTA MOVE (Modern/Outcomes focused/Value for Money/Efficient) programme.						
Effectively and efficiently moving people and freight						
2.1: implement and progress the roll-out of the National Ticketing Solution by developing a customer focused solution and supporting Bee Card activities in regional councils, Greater Wellington Regional Council (customer transition), and Auckland Transport (early integration).						
2.2: improve our digital form capability to enable more self-service options for our customers.						
2.3: continue to investigate new funding and delivery models for major public transport and Roads of National Significance investments.						
2.4: continue to work with the Ministry of Transport to deliver information that outlines the expenditure and quality standard necessary to maintain the safety, quality and reliability of services and inform GPS 2027.						
Safe						
3.1: deliver the required NZTA actions within the government's road safety objectives.						
3.2: continue to implement and monitor our progress on Tū ake, Tū māia (Regulatory Strategy 2023–32), including the delivery of the strategy and its key initiatives, as well as measuring our regulatory maturity and the impact of our activity of the land transport system.						
Environmentally sustainable						
4.1: develop and apply an initial enterprise climate (and natural hazard) risk assessment focused on physical risks to the state highway network.						

Appendix 2: Significant capital projects

Significant capital projects progress update

Assessment key

Overall	Time	Cost
● Project is on track to deliver within agreed tolerances. There are no major outstanding risk or issues that appear to significantly threaten delivery.	On track to deliver within agreed delivery timeframes	On track to deliver within approved project budget
● Successful delivery is feasible but major risks or issues are apparent across key health indicators requiring management attention.	Forecasted delays within 5-20% of agreed delivery timeframes	Forecasted cost pressures within 5-20% of approved project budget
● Successful delivery of the project is in doubt, and changes or interventions are required to ensure successful completion.	Forecasted delays exceeding 20%	Forecasted cost pressures exceeding 20% of approved project budget

Roads of National Significance

Project	Progress update	Overall health	Time	Cost
Northland Corridor – Section 1 Warkworth to Te Hana <i>Pre-implementation phase</i>	Request for Proposals for Section 1 were issued to respondents. Interactive tender process commenced, and interim submissions received. Geotechnical investigations are underway.	●	●	●
Northland Corridor – Section 2 Te Hana to Port Marsden and Section 3 Port Marsden to Whangarei <i>Route protection</i>	The Te Hana to Whangārei Investment Case for Long Term Route Protection (Sections 2 & 3) was endorsed by the NZTA Board in August and pre-implementation funding was also approved.	●	●	●

Project	Progress update	Overall health	Time	Cost
Mill Road - Stage 1 <i>Pre-implementation phase</i>	Early Contractor Involvement (ECI) planning work is underway towards construction start mid-2026. Overall health remains amber due to the risk around the volume and complexity of property acquisitions although good progress is being made. Time is amber due to slight delay to November 2025 in the lodgement of the Fast Track consent application.	●	●	●
Mill Road - Stage 2 & 3 Route Protection³ <i>Not yet initiated</i>	Engagement is underway with a developer to find jointly acceptable stormwater, earthworks and traffic outcomes for Stages 2 and 3. The partial Notice of Requirement lodged in June 2025 for Stage 2 is under review by Auckland Council.			
Takitimu North Link – Stage 1 <i>Implementation phase</i>	The detailed design for Loop Road and the western SH2 tie-in has been completed. Bridge beams over the Wairoa River are nearly complete, with temporary staging starting to be removed. All decks are now poured on the Minden Gully bridges. Despite recent heavy rainfall and flooding at some sites, there has been no impact on the project timeline. The Takitimu Drive flyover bridge is substantially complete.	●	●	●
Takitimu North Link – Stage 2 <i>Pre-implementation phase</i>	Consent application under the Fast Track Approvals Act (FTAA) was lodged in July 2025 and subsequently accepted by Environmental Protection Authority. Procurement for the next phase of design for Stages 2A and 2B were approved and work is now underway. Geotechnical investigations and surveying are also underway.	●	●	●
SH29 Tauriko (Omanawa Bridge) <i>Implementation phase</i>	The project progressed to the Implementation phase in August, with early enabling works initiated as planned. Tree felling and proof bore drilling were completed and set up of the site compound commenced.	●	●	●
Cambridge to Piarere – Online (existing state highway) <i>Pre-implementation phase</i>	Consents were approved and Notice of Requirement confirmed, with the appeal period ending October 2025. The Online design is now approaching 90% completion. Further geotechnical investigations are underway.	●	●	●
Cambridge to Piarere – Offline (proposed expressway) <i>Pre-implementation phase</i>				

³ The project will now be delivered in 3 stages: Stage 1 is in pre-implementation phase, and Stages 2 and 3 (route protection) are yet to be initiated.

Project	Progress update	Overall health	Time	Cost
Hawke's Bay Expressway⁴ <i>Implementation phase</i>	The NZTA Board endorsed the Corridor Investment Case and approved its pre-implementation funding for the Pākōwhai intersection grade separation and implementation funding for Section 1 (Pākōwhai to Taradale). Procurement of physical works for multiple packages is underway including duplication of the mid-block (6km) section, the Tutaekuri river bridge and existing interchange over passes. Award of this work is programmed for October/November 2025.	●	●	●
Ōtaki to North of Levin <i>Implementation phase</i>	The Project Alliance and Sub-Alliance Agreements were signed in August 2025 for both the North and South Alliances. A cost reconciliation process is underway for the reinstated scope. License to occupy for Māori freehold land is in place. The project is waiting for a final agreement to be signed and securing a date with the Māori Land Court. A sod turning event was held in September 2025 followed by construction start.	●	●	●
Belfast to Pegasus Motorway (and Woodend Bypass) <i>Pre-implementation phase</i>	Design is about 50% complete. Property acquisition is progressing well. Consent applications for early works packages was lodged and the consents for the Kaiapoi Bridge component of the early works approved. Notices of Intention to Take (Section 23) of the Public Works Act will be lodged shortly for the remaining properties. Tolling consultation closed in September 2025 and a recommendation on tolling will be prepared.	●	●	●
Hamilton Southern Links <i>Investment case phase</i>	The NZTA Board endorsed the the Investment Case and approved its pre-implementation funding. The project is preparing to commence pre-implementation, including site investigation scheduled for the upcoming summer period and the professional service procurement for consenting and design.	●	●	●
SH1 Wellington Improvements <i>Pre-implementation phase</i>	The NZTA Board endorsed the Investment Case and approved its pre-implementation funding. Procurement of resources for the pre-implementation phase is complete with resources for the consenting workstreams onboarded. Landowner and full stakeholder engagement, as well as geotechnical testing at Mt Victoria has commenced.	●	●	●
North-West Alternative State Highway <i>Route protection</i>	Route protection and strategic property acquisition is complete. All appeals on the Notice of Requirement have now been resolved. The confirmed designation protects the corridor and supports future implementation.	●	●	●

⁴ The remaining scope of Stage 2 Links Road/Pākōwhai Road Interchange has been included in the scope of Stage 1. As a result, the project will no longer be delivered in stages.

Project	Progress update	Overall health	Time	Cost
East-West Link⁵ - Stage 1 <i>Route protection and Pre-implementation phase</i>	The NZTA Board endorsed the Investment Case and approved its pre-implementation funding for route protection of the full project and detailed design for Stage 1. Preparations are underway for route protection procurement.	●	●	●
East-West Link – Stages 2-4 <i>Route protection</i>				
SH29 Tauriko (Wider Scope) <i>Route protection</i>	The professional services contract for route protection was awarded. Advance property acquisitions commenced. The first property acquisition was completed, and work commenced with other landowners to enable a number of assessments to be completed this summer.	●	●	●
Petone to Grenada and Cross Valley Link <i>Pre-implementation phase</i>	The NZTA Board endorsed the Petone to Grenada Investment Case and approved its pre-implementation funding. Request for Tender is expected to be released in October 2025, as well as commencement of geotechnical and ecology investigations.	●	●	●
SH6 Hope Bypass <i>Pre-implementation phase</i>	The NZTA Board endorsed the Investment Case and approved its pre-implementation funding. The project is preparing to commence next phase. Request for Tender is expected in October 2025.	●	●	●

⁵ The project will now be delivered in stages: Stage 1 for Route protection and Design and Stages 2-4 for Route protection.

Roads of Regional Significance

Project	Progress update	Overall health	Time	Cost
O Mahurangi Penlink <i>Implementation phase</i>	The slips that occurred in 2 separate sites in December 2024 and May 2025 have caused significant delays, including to other work sites dependent on them for their fill disposal. Physical works to remediate the slips are ongoing and the programme is under review. The forecast which reflects costs related to the slips and Weiti Bridge delays is above budget and is under review.	●	●	●
Papakura to Drury <i>Implementation phase</i>	The interim Great South Road/SH22 is operational, and the permanent intersection will be delivered as a part of the SH22 Drury project. Southbound traffic was switched and freed up space on the shoulder for further works. Planning with Watercare on the cutover arrangements to the Waikato River 1200D watermain continues. Construction on the wider project continues as scheduled.	●	●	●
Waihoehoe Rd (Drury Upgrade) <i>Pre-implementation phase</i>	Design is nearing 100% completion. Resource consent was lodged. Subject to consents, piling work will commence in December 2025 to take advantage of the summer block of line period. Release of the main physical works tender has been slightly delayed to address risks relating to property acquisition and consenting.	●	●	●
SH1-29 Intersection Improvements <i>Implementation phase</i>	Civil works on the main alignment is complete, including planting, vegetation and local road works, with only minor issues outstanding. The final blessing took place in September 2025.	●	●	●
SH58 Safety Improvements - Stage 2 <i>Implementation phase</i>	Construction is ongoing and the project is currently on programme and within allocation. Stakeholder engagement is a focus due to high levels of interest from local landowners. A community drop-in session was held in September 2025 followed by the release of an e-newsletter and a communications plan update.	●	●	●
SH2 Melling Transport Improvements <i>Implementation phase</i>	The official start of construction was marked by a sod-turning event in September 2025 which was well attended and generated positive media coverage. The forecast is above allocation but has remained stable, with mitigation measures in place to manage contingency within allocation.	●	●	●

Project	Progress update	Overall health	Time	Cost
Canterbury Package: SH76 Brougham Upgrade – Package 1 Bridge <i>Implementation phase</i>	The construction contract for Package 1 was awarded, followed by a sod turning ceremony in July. Package 1 excavation works (to confirm underground services) commenced. Site clearance and service location works for Package 1 has been completed and utility diversion works are underway.	●	●	●
Canterbury Package: SH76 Brougham Upgrade – Package 2 Corridor <i>Pre-implementation phase</i>	Property acquisition and consenting is ongoing for Package 2.			
Canterbury Package: SH75 Halswell Road Improvements <i>Implementation phase</i>	The project is tracking to schedule. Forecast cost to complete remains above allocation due to ongoing issues with poor ground conditions necessitating subgrade strengthening measures and replacement of some existing utilities.	●	●	●
Canterbury Package: Rolleston Access Improvements – Package 1 Roundabout <i>Pre-implementation phase</i>	Physical works contract for Package 1 was awarded with sod turning ceremony planned for October 2025.	●	●	●
Canterbury Package: Rolleston Access Improvements – Package 2 Bridge <i>Pre-implementation phase</i>	Detailed design for Package 2 was completed. Consenting and property acquisition are progressing to plan.			
Canterbury Package: Rural Intersections <i>Post-implementation phase</i>	SH1 Tinwald Corridor Improvements defects liability period (DLP) was completed in March 2025, and the project is now closed out. SH73 Weedons-Ross Road Intersection is complete but remains in DLP until August 2026. SH1 Walnut Avenue achieved final completion for all roading works. Accommodation works for KiwiRail have now attained practical completion.	●	●	●

Project	Progress update	Overall health	Time	Cost
Second Ashburton Bridge <i>Pre-implementation phase</i>	Geotechnical investigations are complete. The Early Contractor Involvement contract was awarded, and design workshops, programme and cost estimate development have commenced. The Department of Conservation has requested additional information (regarding lizard type and relocation area) for the wildlife permit application. The project is working through a revised lizard management plan that caters for the additional species that have been identified. Regional consents were lodged and accepted and are now being processed. Additional piling investigation work intended to reduce design risk, will commence in late October 2025.			
Queenstown Package <i>Implementation phase</i>	Designs are being updated for the proposed roundabout at Howards Drive to take into account additional demand from developments. The project continues to focus on optimising construction sequencing to shorten the overall programme duration. This is yielding results, and the project is tracking ahead of schedule. However, the forecast cost to complete remains above allocation and is under review.			

Other significant projects delivered under the National Land Transport Programme

Project	Progress update	Overall health	Time	Cost
Waitematā Harbour Connection <i>Investment case phase</i>	Marine geotechnical investigations are now complete. To better inform the tunnel design, further land-based drilling has been commissioned and is on track for completion in November 2025. The bridge baseline option is on track to be fully costed by end of October 2025, followed by tunnel baseline option by the end of November 2025. Indicative delivery structures have been developed ahead of ratification of option costs.	●	●	●
Northwest Rapid Transit Network – Stage 1 <i>Pre-implementation phase</i>	Design work, site investigations and environmental assessments to inform statutory approvals are substantially complete, and documentation is being prepared for lodgement under the Fast Track Approvals Act. Pre-lodgement engagement is taking place with landowners whose properties are impacted. Community engagement sessions were held throughout July, August and October 2025. Strategic and early property acquisitions are progressing well.	●	●	●
Northwest Rapid Transit Network – Stage 2 <i>Pre-implementation phase</i>				
Northwest Rapid Transit Network – Stage 3 <i>Route protection</i>				
Waikare Gorge <i>Pre-implementation phase</i>	The project is currently in the procurement phase with 2 tenderers going through the Design and Construction Procurement process, with tender close set for December 2025. Contract award is targeted for March 2026.	●	●	●
Te Ahu a Turanga: Manawatū Tararua Highway <i>Implementation phase</i>	The project is complete and the road open to the public. Project close out of remaining scope continues, with a focus on quality and formally closing down the Alliance.	●	●	●

Project	Progress update	Overall health	Time	Cost
Te Ara o Te Ata SH3 Mt Messenger <i>Implementation phase</i>	The project is being delivered in 2 sections, with the southern section progressing well having completed 45% of earthworks. The project achieved a major milestone with the breakthrough of the 235m tunnel. This will enable larger machinery to pass into a remote part of the project previously only accessible by the cableway, boosting productivity. Over summer, the floor of the tunnel will be lowered to road level and the cableway decommissioned. The southern section is expected to be substantially complete in late 2027. The second stage of the project in the northern section continues to be delayed by legal challenges preventing access to land.	●	●	●
Te Ara Tupua: Ngā Ūranga ki Pito- One <i>Implementation phase</i>	The project continues to maintain strong momentum, with both budget and schedule tracking well. Critical path activities, such as bridge steel structures and pre-cast decking installations, are progressing as planned.	●	●	●

Appendix 3: Road user charges investigation and enforcement activity

A 3-year funding renewal was recently given by Ministers of Transport and Finance for funding to continue with enhanced road user charges (RUC) investigation and enforcement activity. This followed a \$24.8m net benefit from 3 years' previous investment. Funding was approved on the condition that information be provided as part of NZTA's quarterly reporting information on estimated RUC non-compliance for light and heavy vehicles and on the extra revenue generated because of NZTA's investigation and enforcement activity.

Estimated annual RUC non-compliance (as at 30 Sep 2025)

Vehicle type	Estimated non-compliance (\$m)	Total potential lost revenue (\$m)
Light vehicles	104.6	42.0
Heavy vehicles	92.0	76.8
Total	196.5	118.8

Note: Total potential lost revenue is the increased revenue if all non-compliance was resolved.

Extra revenue generated because of NZTA's RUC investigation and enforcement activity

Costs and benefits of uplifted funding from the RUC investigations and enforcement appropriation for quarter 1 financial year 2025/26.

Component	Cost (\$m)	Net-benefit (\$m)	ROI
TSL RUC audits	0.42	0.98	234%
Educational prompts	0.02	0.38	1774%
WIM invoicing	0.07	0.07	107%
Debt recovery	0.44	0.55	126%
Total	0.95	1.99	209%

Conclusion

Uplifted funding in our RUC investigations and enforcement appropriation has led to total potential lost revenue of \$118m instead of a counter-factual of \$136m.

Component	Light/ Heavy	Cost (\$)	Net-benefit (\$)	ROI
TSL RUC audits	Light	8,432	19,732	234%
	Heavy	413,155	966,845	234%
Educational prompts	Light	21,422	379,982	1774%
WIM invoicing	Heavies	74,720	79,933	107%
Debt recovery	Light	351,528	422,265	126%
	Heavy	87,882	110,566	126%
Total	Light	381,382	841,978	221%
	Heavy	575,758	1,157,344	201%
	Total	957,140	1,999,322	209%