

Getting New Zealand Moving

New Zealand's economy and population are growing. We need a modern transport system to make living, working, visiting, and doing business in our country even better. For too long, investment has failed to keep up with need. We are paying the cost of under-investment in transport every day, through congestion, high transport costs, and a climbing road toll.

A high quality, linked up transport system that brings road, rail, active transport, and coastal shipping together will open up opportunities in our cities and regions. To achieve this, we need to make evidence-based decisions about which transport solutions and modes will move people and freight most effectively. We also need new funding sources to get projects built more quickly, rather than pay the price of waiting.

Auckland Transport - Making Auckland a world-class city

▶ Labour will:

- Build light rail from the CBD to Auckland Airport. This will be part of a new light rail network that will be built over the next decade with routes to the central suburbs, the airport, and West Auckland, and will later be extended to the North Shore.
- Build a new Bus Rapid Transit line from Howick to the airport, starting with a bus service which will connect Puhinui and Manukau train stations to the airport in one year.
- Invest in more electric trains, electrification to Pukekohe, and building a third main trunk line urgently between Westfield and Papakura.
- Build a range of significant cross-town bus priority routes including New Lynn-Flat Bush, Point Chevalier-Botany, Silverdale-Whangaparaoa, and Howick-Glenfield.
- Allow Auckland Council to collect a regional fuel tax to fund the acceleration of these investments, along with infrastructure bonds and targeted rates to capture value uplift.

Rapid Rail in the Golden Triangle

▶ Labour will:

- Create a passenger rail service linking Auckland, Hamilton, and Tauranga and, if justified by demand, upgrade it in stages to a rapid rail network throughout the Golden Triangle.

Investing in public transport for Greater Christchurch

▶ Labour will:

- Commit an additional \$100m from the National Land Transport Fund in capital investment to Greater Christchurch multi-modal public transport, including commuter rail from Rolleston to the CBD as a first step. We'll work with local authorities and other partners on a 21st century strategic multi-modal transport plan for Greater Christchurch.

Let's do this.



Wellington network plan

▶ Labour will:

- Develop a Congestion Free Network plan and fast-track a feasibility study on rapid transit to the airport, which considers light rail.
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Regional and long-distance rail

▶ Labour will:

- Instruct Kiwirail to retain an electrified network between Hamilton and Palmerston North and work on an evidence based plan to progressively electrify other key parts of the network.
 - Re-open mothballed railway lines where community and business support exists, and there is evidence that the service would be sustainable, notably the Napier to Gisborne rail line.
 - Investigate a rail line to Marsden Point and Northport and upgrading the North Auckland Line to take pressure off the roads in Northland.
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Regional Transport Funding

▶ Labour will:

- Make more funding available for transport projects of regional importance by doubling the funding range of \$70-\$140m to \$140-\$280m.
 - Focus on reducing the rising road toll by working with local councils to fix accident black spots. We'll also work to implement the AA's Election Calls to bring the toll down.
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A fresh solution to the Manawatu Gorge

▶ Labour will:

- Commit to funding a permanent, resilient replacement for the Manawatu Gorge Road. This is most likely to be the proposed Te Apiti route, subject to the final decision being made by NZTA.
 - Make the process of building a new road as quick as possible to restore a quality link.
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Ports and Coastal Shipping

▶ Labour will:

- As part of a national freight strategy, develop a national ports strategy with a particular focus on the upper north island.
 - Refresh and move to implement the 'Sea Change' strategy to revitalise Coastal shipping.
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Mode neutrality

▶ Labour will:

- Make investments from the National Land Transport Fund on a mode neutral basis, meaning that rail and walk/cycle projects will be eligible for funding where evidence shows clear benefits to the transport system and local communities.
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Active Transport

Announcement to come before the election.

Let's do this.

