



Fast, frequent, affordable

Public transport for all of us

An aerial photograph of a city, likely Auckland, New Zealand, showing a large body of water (the harbor) in the background, a winding highway in the middle ground, and various urban buildings and green spaces in the foreground. The image is overlaid with a semi-transparent green filter.

As fuel costs climb even higher, the Green Party will provide fast, frequent and affordable public transport that saves everyone time and money.

The Green Party is the only party with a plan to roll out mass rapid transit, better bus services, and improve the rail network to lower the cost of living and make getting around easier.

The Green Party will make public transport affordable and convenient, so people can get around and between our towns and cities, without breaking the bank.

The rising cost of fuel is putting huge pressure on people right now. This requires an urgent response to give people better choices than being locked into a car for everyday trips, or a plane to travel between our towns and cities.

Where public transport has been invested in, it's well used, saving people time and money every day. But for those of us living and working in outer suburbs and the regions, public transport options remain expensive and infrequent. That traps people in a car-based, fuel-dependant transport system that has become unaffordable.

This is a political choice. For decades, governments have chosen to underfund public transport. Local communities have wanted more services and voted for them at local government level. But the Luxon Government backed out of funding plans for frequent bus services and lower fares in communities like Dunedin, New Plymouth and Levin.

The Greens have always led the agenda on transport. We successfully campaigned for the City Rail Link, Northern Busway, and the electrification of Auckland's rail network, winning the eventual support of other political parties.

Whenever we invest in public transport, making it practical and affordable, it is successful. It connects communities conveniently, and makes people's lives easier.

We can do so much more.

In recent years, underground light rail and expensive four lane highways have been promised by other parties but not delivered. There is currently a gap in future rapid transit development, with no funding allocated to the Northwest Busway in Auckland or for rapid transit in Christchurch. Too many places in Aotearoa need these upgrades, but have been left without the funds, or a plan.

This is not inevitable. As a country, we need to commit to a real pipeline of rail and rapid transit infrastructure to help bring down the cost of delivery.

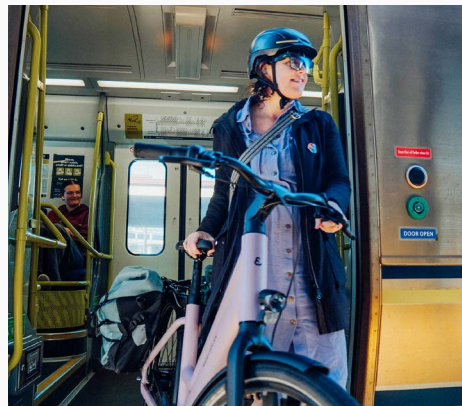
We will urgently take action to make public transport free for children and young people, Community Service Card holders, Total Mobility users, students and apprentices. We will implement \$2 journeys for everyone else.

We will support councils to procure electric buses, and fast track the roll out of bus priority lanes. We will fund frequent bus networks where proposals have already been developed: like buses every 15 minutes across Dunedin, and buses with 30-minute frequency in New Plymouth.

It should be easy and affordable to get around our country.

The Green Party will invest in a modern transport system that gets people where they want to go. The first step to getting better transport is investing in improving what we've already got, while working to deliver modern rapid transit in our main cities.

The Green Party will build fast, frequent and affordable transport options for all of us.



The Green Party will:

• Fund free and affordable fares

- Immediately fund free bus and train trips for children, students, apprentices, Community Service Card holders, Total Mobility Users, and people aged 25 and under.
- Immediately lower the fare price for bus and train trips per journey to \$2 for adults.

• Deliver public transport between regions

- Deliver an overnight passenger train service between Wellington and Auckland.
- Extend the Te Huia train to Tauranga with track and tunnel improvements.
- Bring back the Southerner train connection between Christchurch and Dunedin.
- Fund up to 150 new regional bus services to supplement existing services.

• Improve public transport for cities

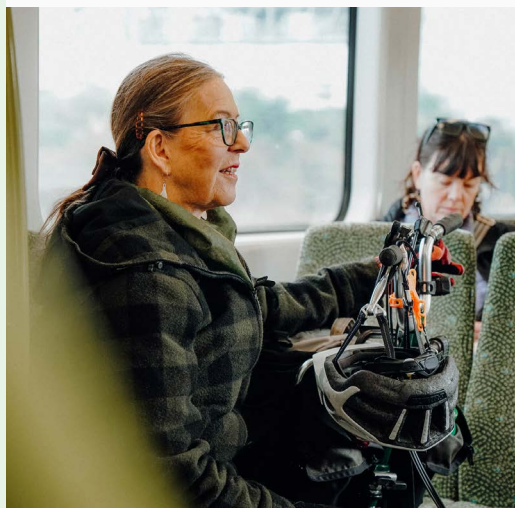
- Deliver immediate improvements to bus routes along the planned Mass Rapid Transit routes in Auckland, Wellington and Christchurch.
- Plan and deliver light rail or bus rapid transit in line with the Infrastructure Commission's preferred option.

- Fund Wellington's critical rail renewal work needed to fix broken down track assets and infrastructure that are undermining the reliability of metropolitan passenger services.

- Work with Auckland Transport to fund and deliver level crossing removals – allowing for more frequent trains, fewer delays, and better safety outcomes.

• Fund public transport for regional cities

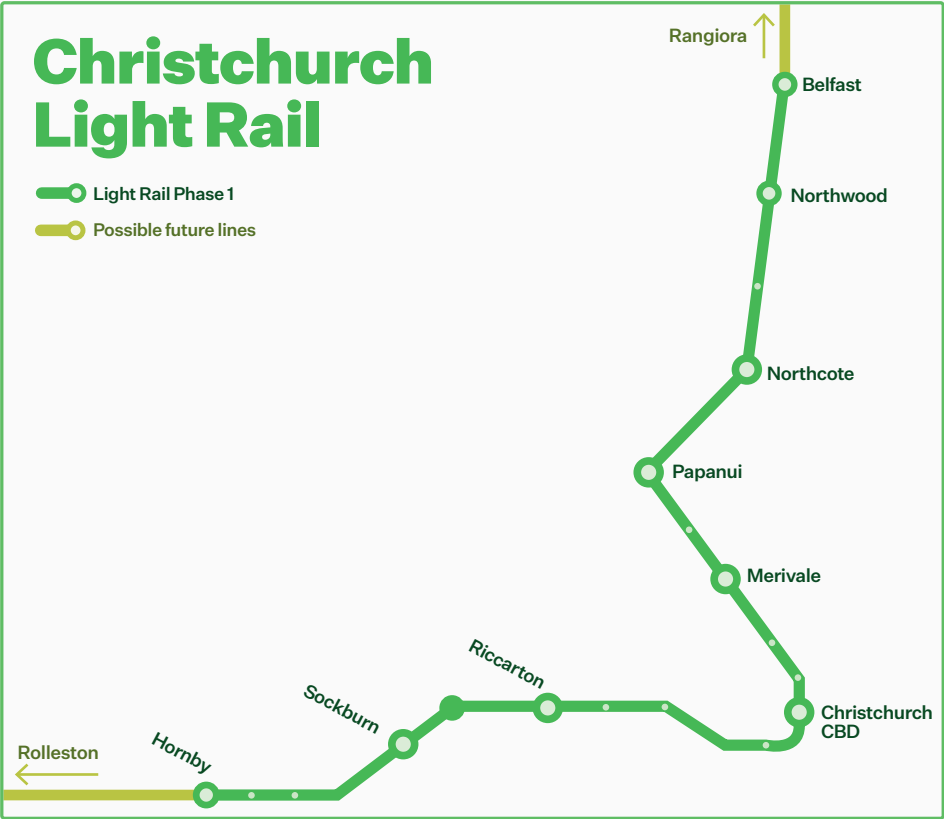
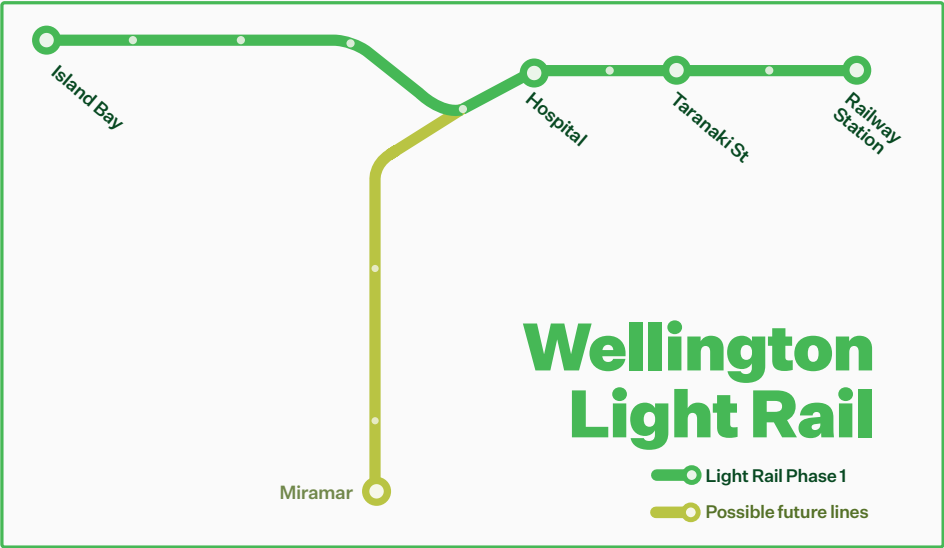
- Fund the planned bus improvements in smaller cities and towns like Hamilton, Tauranga, New Plymouth, Levin, and Dunedin.
- Revitalise town and city centres by increasing safe walking and biking infrastructure.



Potential routes for mass rapid transit

We'll take advice from the Infrastructure Commission and councils on the best mass rapid routes for communities to stay connected.





Costings and Modelling Assumptions

All costings are indicative only, based on the best publicly available information.

Mass rapid transit

Light rail has been costed to represent the highest ceiling of costs, but we would ultimately build either bus rapid transit or light rail, depending on the Infrastructure Commission's preferred option.

Costs per kilometre of light rail are taken from Infrastructure Commission advice.

In addition, we would explore using land value uplift and other funding and financing tools to fund urban development and mass rapid transit projects.

Aotearoa Passenger Transport, a national passenger transport agency charged with planning and funding affordable intercity public transport, will oversee these projects and work with councils to set up phased planning and a pipeline of investment so we can create a better economy of scale to bring down costs and maximise the benefits of these projects.

Having proper phasing and planning will enable us to build these significant projects effectively and affordably, in multiple cities over time.

Rail investments

The journey time from Auckland to Wellington is well suited for night train services, providing options for those who choose not to fly, and

providing resilience to the Auckland-Wellington transport link. All that is needed are new, comfortable sleeper trains, and operating funding (although we expect fares will be able to cover the bulk of operating costs).

Extending Te Huia to Tauranga can initially be done without additional trains. We'll upgrade ventilation in the Kaimai tunnel so it's safe for passenger trains, construct stations, provide additional passing loops and make some targeted track improvements to begin to bring down the travel time from Auckland to Tauranga.

In the south, KiwiRail has already undertaken significant bridge, track, drainage and resilience work on the Main South Line. We'll build stations, more passing loops, improve signalling and upgrade some critical level crossings to enable this service.

In Wellington, we'll also fund the critical rail renewal work needed for fixing broken down track assets and infrastructure that are plaguing the reliability of metropolitan passenger services.

Finally, we'll work with Auckland Transport to fund and deliver level crossing removals so West Auckland can experience the full benefits of the City Rail Link – allowing for more frequent trains, less delays, and better safety outcomes.

Our aging rail infrastructure is suffering from a generation of underinvestment, leaving the rail network in a state of decline with cancellations, delays and bus replacements. This critical funding will put these commuter services back on track, and get the initial line ready for the overnight service.

Capex – Mass rapid transit	Estimated costs (\$m)
Auckland Light Rail Stage One (Mt Roskill to City Centre)	\$2,250
Auckland Light Rail Stage Two (Māngere to Mt Roskill)	\$3,500
Wellington Light Rail from Island Bay to the Railway Station	\$2,150
Christchurch Light Rail (Hornby to Belfast)	\$5,750
Total	\$13,650

Capex – Rail investments	Estimated costs (\$m)
Pilot Auckland – Wellington overnight service	\$110
Auckland – Tauranga	\$2,050
Christchurch – Dunedin	\$410
Stage two works for Auckland – Tauranga	\$1,450
Wellington metropolitan rail renewals	\$900
Level crossing removal in West Auckland	\$2,500
Total	\$7,420

Electric buses

Restore the \$50 million funding to support councils with the procurement of electric buses, and increase it to \$75 million.

Walking and biking uplift

This is a funding increase for the Walking and Biking Activity Class, enabling councils to pedestrianise urban areas and build bike lanes in places that most suit their communities. We will broaden the Activity Class to allow for wider benefits, such as tree planting, to provide for broader urban regeneration goals.

Public transport improvements

Funding for public transport improvements is re-allocated funding from the State Highway Improvements Activity Class. Costings are based on the shortfall in Government contributions to public transport improvements for years 2024-2027, and adjusted for inflation and cost increases.

It represents the shortfall to advance the Public Transport Futures Programme in Christchurch, and funding needed to double public transport services in Dunedin, as well as an airport bus service.

It also provides the central Government contributions for improvements in Auckland, Hamilton, Tauranga, New Plymouth, Levin, and Wellington.

Included, is funding for bus priority lanes along mass rapid transit routes in Auckland, Wellington and Christchurch.

Inter-regional buses

Costings assume an uplift of up to 40 services in the first year, 60 services in the second year, 100 in the third year, and 150 in the fourth year. Cost of services is derived from a per kilometre cost of providing bus services. These public transport passenger services are funded by a reprioritisation in the National Land Transport Fund from the State Highway Improvements Activity Class.

Services will initially focus on areas to provide more frequent service links to main transport spines – for example, connecting Masterton, Pahiatua and Levin with more frequent services, that then connect to the Capital Connection train that services Palmerston North – Wellington. Or ensuring places like Westport are connected to the ferry services at Picton so people can travel between the islands in a day, without needing to stay elsewhere overnight.

Providing more frequent services to connect up our cities and towns enables people to go further to our main centres without a car – saving them money.

Capex – Electric buses	Estimated costs (\$m)
Electric bus procurement	\$75

Capex – Walking and biking uplift	Estimated costs (\$m)
Additional Walking and Cycling Activity Class funding	\$290

Public transport improvements				
	2027/28 (\$m)	2028/29 (\$m)	2029/30 (\$m)	2030/31 (\$m)
Funding for increased services	\$206	\$206	\$206	\$206

Inter-regional buses				
	2027/28 (\$m)	2028/29 (\$m)	2029/30 (\$m)	2030/31 (\$m)
Services and planning	\$46.5	\$69.7	\$116.2	\$174.3

Fares				
	2027/28 (\$m)	2028/29 (\$m)	2029/30 (\$m)	2030/31 (\$m)
Fares	\$262	\$299	\$338	\$381



Fares

Costings have been provided by the Parliamentary Library, using the most recent available information from Waka Kotahi the New Zealand Transport Agency, using public transport boardings by region, mode and passenger type. Costs cover \$2 bus and train fares, and free fares for people aged 25 and under, students, apprentices, Community Service Card holders, and Total Mobility users, paid for by our tax policy.



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