

# Election 2023 policy snapshot | Transport and infrastructure

## Proposed policy

	<p>Labour has announced its “Upgrading our transport for the future” and “Nation-building transport projects to grow NZ” policies, which propose investing in 14 major transport routes:</p> <ul style="list-style-type: none"> <li>• Rooding: Warkworth to Whangārei, Cambridge to Piarere (SH1), Tauranga to Tauriko (SH29), Wellington CBD to Airport (second Mount Victoria Tunnel and upgrades to Basin Reserve/Arras Tunnel), Napier to Hastings (four-lane SH2), Nelson (Rocks Road) shared path (SH6), Hope Bypass Richmond (SH6), Christchurch Northern Link (SH1), Ashburton Bridge (SH1); and</li> <li>• Transit: Auckland Northwest Rapid Transit, Auckland third and fourth rail line expansion, Avondale to Onehunga rail link, level crossing upgrade and removal – Auckland and Wellington, Wellington CBD to Island Bay (mass rapid transit).</li> </ul>
	<p>National has announced its “Transport for the Future” policy, which includes specific projects:</p> <ul style="list-style-type: none"> <li>• Roads of National Significance: a four-lane highway to connect Whangārei to Tauranga, projects in Mill Road in Auckland, a second Mt Victoria Tunnel in Wellington, the Hope Bypass in Tasman, and the Woodend Bypass north of Christchurch, Southern Links in Hamilton, Petone to Grenada and the Cross Valley Link in Wellington and the Hutt Valley, and the North West Alternative State Highway in Auckland;</li> <li>• A rapid transit network for Auckland, with public transport corridors in the North West, Airport to Botany, and completion of the Eastern Busway; and</li> <li>• Upgrades to existing transport infrastructure in Ashburton, Queenstown, Otago, and Southland.</li> </ul>
	<p>The Green Party is focusing on “Healthy and affordable transport for all”, with a plan to build light rail in Auckland and Wellington, provide comprehensive bus lanes in all cities, and invest in nationwide rapid rail for passengers and freight.</p>
	<p>ACT is prioritising foreign investment for the development of new roads as well as the maintenance of existing roads.</p>
	<p>Te Pāti Māori proposes a new “IwiRail” nationwide regional railway network, beginning with the Napier-Gisborne line.</p>
	<p>New Zealand First is proposing a four-lane highway alternative for the Brynderwyns, and a connection of the railway to Marsden Point and Northport from the Northern Main Trunk Line.</p>