



Will be considered for: release with redactions

MINO-847 – information on initiatives included in the Strategic Investment Programme (SIP)

10 August 2023

Provide information on initiatives included in SIP and further corridor studies to support the GPS

Waka Kotahi NZ Transport Agency's response:

Information on the strategic investment programme and previous future corridor studies has been provided below. Please note that there is limited information available on the programmes, and Waka Kotahi has provided the information that it has available in the time period requested by the office, and work undertaken on the programme to date. This may be subject to change as work progresses.

Strategic investment programme

Warkworth to Whangārei – State Highway 1, including Te Hana to Brynderwyns, Warkworth to Wellsford and Whangarei to Brynderwyns

A series of upgrades along this corridor will strengthen Northland's links with Auckland, save lives and provide greater network resilience to support a growing population, tourism and economic growth. More reliable journeys and greater travel choice with new public transport, walking and cycling facilities will also provide a more sustainable transport system and strengthen key regional freight links.

This work would include upgrading all three sections of State Highway 1 to build greater resilience into the network, with a staged programme that would ideally begin from Te Hana to the Brynderwyns, followed by the Warkworth to Wellsford section, and lastly Whangarei to the Brynderwyns.

s 9(2)(g)(i)

Auckland Northwest Rapid Transit

Transformation of the Auckland's land transport system is critical to manage growth and support the economy. The northwest sector of the city is a high growth area, where the acceleration of route protection, designation and property acquisition is essential to improve long-term access and travel choice. A rapid transit corridor from the city centre to Brigham Creek would support emissions reduction from this highly car-dependent area of the city.

A detailed business case is underway to plan what is needed to accelerate work on this corridor, which could include staging early delivery of rapid transit stations during the next three years (2024-27) s 9(2)(g)(i). Construction of a rapid transit connection from Brigham Creek to the central city along the corridor would take at least 10 years to complete and cost between \$5 to \$13 billion, depending on mode.



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Auckland rail third and fourth rail mains

Improvements and upgrades to Auckland's rail network are important to improve passenger and inter-regional freight services. With additional lines, rail will play a greater role in supporting urban and economic growth, improving access and helping reduce emissions. Work along this corridor would enable an increase in the frequency and capacity of passenger services and improve the reliability of freight.

Initial work would investigate design and construction methodology and some land purchase to support a decision on the fourth main line between Westfield and Wiri and the third and fourth mains between Wiri and Pukekohe.

s 9(2)(g)(i)

Avondale to Onehunga rail link

Increased capacity on Auckland's rail network has the potential to carry greater volumes of freight from the central city and support additional passenger services, reducing congestion on the roading network, improving safety, and helping to reduce emissions.

This work would include a new east to west rail link from Avondale to Onehunga. Next steps are to complete a business case and progress detailed engineering design, for which work could start immediately and may take three years to complete.

s 9(2)(g)(i)

Level crossing removal programme

The removal of level crossings across Auckland and Wellington will help improve safety for all road users and enable greater frequency of trains.

This work would include a range of road and rail safety improvements, such as grade separations, over and under passes, more barrier arms or closures, at level crossings in the two main urban areas.

s 9(2)(g)(i)

Cambridge to Piarere – State Highway 1

This section of SH1 is part of the country's most important transport corridor, between Auckland-Hamilton-Tauranga, which carries a significant proportion of all road freight in Aotearoa. Improving safety, resilience and access is important to get to market and grow our economy and to make it safer for travel by a growing number of visitors and residents.

This work would include building safer and more reliable access along the corridor with additional lanes to link the Waikato Expressway with the intersection of State Highway 1 and State Highway 29.

Work on this corridor could start as early as 2024, construction could get underway in 2026 and would take at least five years to complete. s 9(2)(g)(i)

Tauranga to Tauriko – State Highway 29



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Tauriko is a significant growth area in the Bay of Plenty where route protection is crucial. This will ensure the community that develops is well-connected to the neighbouring areas and Tauranga, and there is efficient and reliable inter-regional freight access to the port. The area needs to provide choice in how people want to travel, protect strategic freight routes, improve safety, and achieve better resilience and environmental outcomes.

This work could include a staged delivery of a new or upgraded corridor along State Highway 29 to improve access, including public transport prioritisation lanes.

s 9(2)(g)(i)

Wellington CBD to Airport – State Highway 1 – Second Mt. Victoria Tunnel and Upgrades to Basin Reserve/Arras Tunnel

Reshaping how we travel in our capital city is vital to enable growth, get more people using a variety of travel choices and to help reduce emissions. With the potential for significant residential growth to the east and south of Wellington, a range of improvements to build network capacity and travel choice, making getting about the city easier, more accessible and reliable.

This work would include improvements to the state highway and local road network, along with a second Mt Victoria Tunnel. A detailed business case is being progressed. s 9(2)(g)(i)

Wellington CBD to Island Bay – Mass Rapid Transit

Growth in Wellington needs to be supported through the delivery of new and state-of-the-art public transport options that are safe, efficient and reliable, powered by renewable energy sources. This supports the city to reduce emissions, provide sustainable travel choices and ensure better connections to essential services.

The detailed business case is considering two routes to help manage growth and urban development: to the south – from the Wellington Railway Station past the Wellington Regional Hospital and on to Island Bay, and to the east – from the Basin Reserve through Mt Victoria, on to Miramar and the airport.

s 9(2)(g)(i)

Napier to Hastings – State Highway 2

The Hawke's Bay relies on the roading network between Napier to Hastings to support the region's economic growth. Capacity improvements along the corridor will boost resilience, productivity and efficiency of the network, as well as connections between the two cities.

This work would include building resilience along SH2 expressway from Omahu Road to Taradale Road and upgrading existing bridges and associated intersections. Additional lanes would support freight and prioritise public transport between Hastings and Napier.

Work could start as early as 2027 and would take five years to complete. s 9(2)(g)(i)



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Nelson (Rocks Road) shared path – State Highway 6

Safer, more resilient travel choices on State Highway 6, along the waterfront, will better connect the communities of Nelson and Richmond. With better travel choices, the city can reduce emissions and develop a more sustainable and resilient transport system.

This work would include separated and enhanced walking and cycling facilities.

Construction work could start as early as 2028 and would take five-plus years to complete. s 9(2)(g)(i)

Christchurch Northern Link – State Highway 1

Upgrading State Highway 1 from the Waimakariri River to Ashley River, including a new alignment around Woodend, will improve safety, provide for more reliable journeys, support regional growth and greater accessibility for Woodend and Pegasus.

This work could include additional lanes on SH1 from Lineside Road to Cam River and a new bypass alignment around Woodend and potential widening for the Ashley River Bridge. The next steps are detailed design.

Work could start as early as 2026/27. Construction could take three years to complete. s 9(2)(g)(i)

Ashburton Bridge – State Highway 1

Greater resilience for the South Island's main freight route along State Highway 1 would be boosted and connectivity strengthened with improvements to links across the Hakatere/Ashburton River. Additional benefits would be improved travel choice options.

Improvements along the corridor could include a new second river crossing providing improved pedestrian and cycling access. A second bridge would not resolve resilience issues, this would require a replacement of the SH1 bridge.

Work could start in 2024-25 for pre-implementation and property purchase for a second bridge, with construction starting in 2026/27 and taking two years to complete. s 9(2)(g)(i)

Additional information requested on previous further corridor studies:

SH2 Melling to Upper Hutt

The transport link between Te Marua and Ngauranga is congested, unsafe and lacks resilience. A 2017 corridor business study focusing on the wider corridor between Te Marua and Ngauranga identified a potential four-lane from Silverstream to Upper Hutt and/or grade separated intersections for safety, resilience and economic outcomes. This study identified the work needed on Melling which is being progressed under NZUP, and the refresh will look at any remaining parts.

s 9(2)(g)(i)



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s 9(2)(g)(i)

SH29 Piarere to Tauranga

SH29 is the preferred route for road-based freight between Tauranga and Auckland. SH29 has a low safety record, poor resilience and a higher cost of travel due to the gradients over the Kaimai Range. The 2017 corridor business case included operational and capital improvements which were safety focused to improve DSIs and improve freight reliability on that route.

s 9(2)(g)(i)

SH1 Piarere to Taupō

The level of service along SH1 between Piarere and Taupō varies significantly and is out of keeping with its classification as a national (high volume) highway.

The 2017 corridor business case included a strategy of operational and capital improvements, including improved emergency management, maintenance regimes, traveller information and township amenities.

s 9(2)(g)(i)

SH1 Taupō to Desert Road

The journey between Taupō and Waiouru is one of the most variable and least approachable sections of SH1 and provides an inconsistent level of service. The 2017 recommended programme aimed to address road user safety and provide a reliable and efficient corridor commensurate with the route classification and wide range of users.

s 9(2)(g)(i)



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s 9(2)(g)(i)



SH1 Christchurch to Ashburton

Travel movements between Christchurch and Ashburton have risen significantly, and the Christchurch to Dunedin Corridor Management Plan considered corridor pressures, intervention triggers and appropriate levels of investment related to safety. The 2017 study did not recommend the full programme of work. Further work is needed to review the corridor to determine what is needed to support safety, resilience and growth.

s 9(2)(g)(i)



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