

Tāmaki Makaurau – Auckland 2023 update

A low carbon, more efficient and resilient transport system to move people and goods is the major investment focus in Auckland during the 2021–24 National Land Transport Programme (NLTP). The performance of the transport system in Auckland is integral for New Zealand to achieve productivity growth and emissions reduction.

Auckland communities want efficient and reliable journey times, better public transport, inexpensive travel improvements and less congestion. This NLTP is therefore focused on supporting population growth and the development of new communities with better access to more sustainable travel choice.

With Auckland's population expected to reach two million people by the late 2030s, investment is aimed at making public transport, cycling and walking viable travel choices to the private car. This includes building the rapid transit network, incorporating investment in rail. Targeted upgrades to roads to support freight movement, appropriately maintaining and renewing the network in a way that adapts to a changing climate and delivering safety programmes, are all critical.

Making the most of the existing transport network is also important, making quick and effective changes to our roads and paths to improve safety and efficiency.

Completed in the last 12 months

- Safer and better connections between Auckland and Northland are now available with the opening of the new **Pūhoi to Warkworth motorway**.
- The **Northern Corridor Improvements (NCI) project** is now complete. This project has contributed towards healthier transport options and an overall more resilient transport system and more reliable journey times on SH1 and SH18 the North Shore through:
 - 10km walking and cycling shared path
 - 5km extension of Northern Busway (with AT)
 - safety upgrades to SH1 and SH18
 - completion of Western Ring Route
 - upgrades to community facilities, parks and reserves
 - partnership with Mana Whenua to tell the ancestral story of the region through design.

- Old Māngere Bridge - **Ngā Hau Māngere** has opened. The replacement bridge provides an important strategic walking and cycling connection across the Manukau Harbour.

Underway or about to start

- Better commuter and community access in south Auckland is closer with work continuing on the **SH1 Papakura to Drury project**. The project includes an additional motorway lane in each direction, wide shoulders for future bus services, a 4km shared walking and cycling path alongside SH1, interchange improvements, plus safety and environmental improvements.
- Residents of the Whangaparaoa Peninsula, Hibiscus Coast and Silverdale will have improved travel choices with the new **O Mahurangi | Penlink** route. Early works are underway with the construction planned to begin in October 2023.
- Work continues on the final section of the **Glen Innes to Tāmaki Drive Shared Path** between Ōrākei Basin and Tāmaki Drive. With more than 5kms of the full 7km route now open, thousands of Aucklanders are enjoying the path. We are in the consenting process for the remaining section – the 700m long boardwalk.
- More reliable bus connections from the city centre to the northwest are coming with the **Northwestern Bus Improvements** project, expected to open late 2023.
- Consents have been lodged for stage two of the **SH16 Bringham Creek and Waimauku** (Bringham Creek to Kumeū). Construction for stage one (Huapai to Waimauku) will start mid-2023.
- The first two sections, (Panmure to Pakuranga) of the **Eastern Busway** are now complete. Planning and design is underway for the final stage, Pakuranga to Botany, which will complete the new high-frequency bus services to connect people from Botany, Pakuranga and the surrounding suburbs with the rail network in Panmure.
- A **second crossing of the Waitematā Harbour** progresses with a recommendation for a package of transport improvements as part of an Indicative Business Case, including light rail, buses, connections for walking and cycling, vehicles and freight, along with determining the future use of the Auckland Harbour Bridge. Engagement with communities has started and will continue throughout 2023/24 to help shape final decisions.

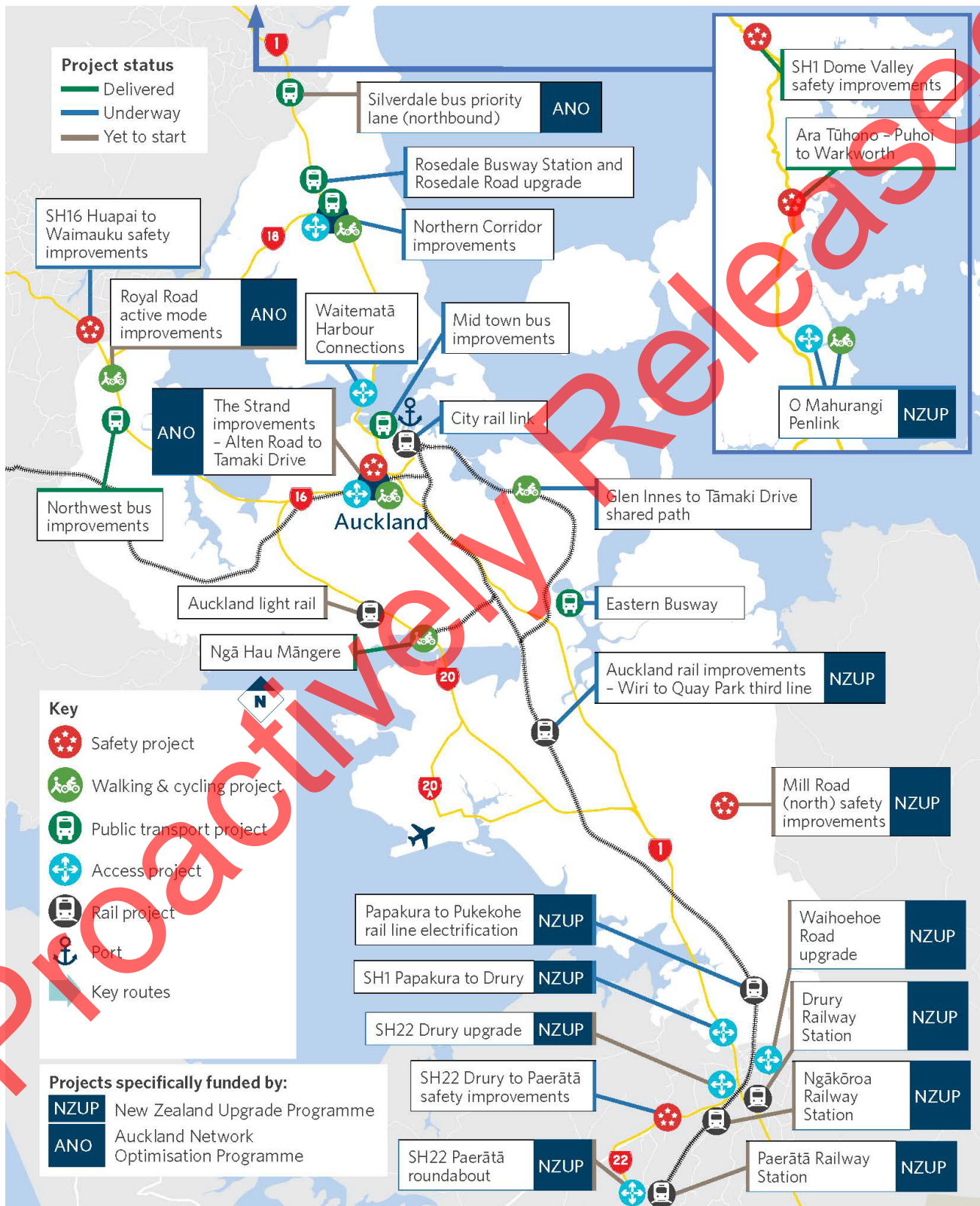
Funding overview

NLTP - AUCKLAND	Investment in 2022/23	Forecast investment for 2021-24
Total	\$2.27 billion	\$7.5 billion
Maintenance and operations	\$518 million	\$1.6 billion
Public transport investment	\$1 billion	\$3.1 billion
Walking and cycling	\$66 million	\$300 million
Road to Zero (safety)	\$85 million	\$260 million
Network improvements	\$240 million	\$1.2 billion

Tāmaki Makaurau Auckland

key projects 2021-24

23-EX-NLTP-001



Te Moana-a-Toi – Bay of Plenty 2023 update

With a focus on supporting economic growth, a safer and more resilient transport system, and responding to the needs of a growing population with better travel options, \$1.5 billion is forecast to be invested in the Bay of Plenty in the 2021-24 National Land Transport Programme (NLTP).

The role of transport varies across the Bay of Plenty with three distinct sub-regions that have different needs. They all require strong partnerships with local government, tangata whenua and key stakeholders to plan and deliver integrated transport outcomes.

Apart from tourism, the local economy is largely reliant on export industries, such as agriculture, horticulture and forestry. The Port of Tauranga is critical for New Zealand's economic growth.

Tauranga/Western Bay of Plenty

Together with key partners, Waka Kotahi has committed to developing a refreshed, coordinated and aligned approach to key issues across the Western Bay of Plenty sub-region – finding answers for housing capacity, intensification, improving transport options and network capacity.

Completed in the last 12 months

- The **SH2 Bayfair flyover** opened to traffic in April 2023, taking traffic over the Bayfair roundabout and making it safer for everyone by separating local and state highway traffic.

Underway or about to start

- The **Tauriko Network Connections** enabling works detailed design was completed and consents lodged. Development of the construction programme has started, with work expected to begin in late 2023/early 2024. The Tauriko Network Connections Detailed Business Case for future transport improvements is expected to be approved in August 2023.
- Construction of the \$150m **SH2 Waihi to Ōmokoroa safety improvements** continued, with six of the 10 sections completed. Work continues to install flexible median barriers and six roundabouts by 2026.

- Work continued on the \$262m **SH2 Baypark to Bayfair Link**, including construction of the Truman Lane walkway, walking and cycling connections, the ramp approaching SH2/SH29A Te Maunga interchange from Pāpāmoa, and SH2 road under the interchange.
- Work has started on an Indicative Business Case for accessibility improvements on **SH2 Hewletts Road**, a nationally strategic corridor.
- Tauranga City Council continued earthworks as part of the first stage of construction of the **Pāpāmoa East Interchange** over the Tauranga Eastern Link Toll Road. Stage 2, Te Okuroa Drive extension is expected to finish in early 2024. The entire project is expected to be completed by early 2026.

Eastern Bay of Plenty

Tourism is essential to the Eastern Bay of Plenty, including attractions around Whakatāne and further east towards and beyond Ōpōtiki. Areas such as Te Urewera, while already important tourism locations, are the focus of investigations to understand future opportunities. This work is progressing collaboratively with Ngāi Tūhoe, the Whakatāne and Wairoa district councils and Waka Kotahi.

Completed in the last 12 months

- Detailed design and consultation for safety improvements along **SH30 between Awakeri and Whakatāne** was completed in early 2023. The project includes flexible median safety barriers and roundabouts.
- In addition to the proposed infrastructure upgrades, safe and appropriate speeds along **SH30 between Awakeri and Whakatāne** were implemented in August 2023.

Underway or about to start

- Detailed design work on the **SH2 Wainui Road to Ōpōtiki safety improvements** continues, focusing on high-risk intersections.

Rotorua

Rotorua's eastern corridor is a key transport route, serving both inter-regional and local traffic. Waka Kotahi and Rotorua Lakes Council have looked at the best ways to future-proof the city's transport network to improve safety, unlock growth and development opportunities, and boost wellbeing within the community.

Underway or about to start

- The **SH30 Te Ngae Junction to Paengaroa** safety improvement project is in its final stage, with work underway on the last section – the southern side of the Sun Valley Curves. This project is expected to be finished later in 2023.
- Construction started on the first phase of the Crown Infrastructure Programme funded **SH30 Eastern Corridor Stage Two**. This \$35m investment is addressing safety and connectivity with the Stage One improvements, while accommodating for future growth and providing better travel choices.
- Work is underway on a \$6.4m investment in safety improvements at the **SH30/SH33 Te Ngae Junction**. We're making the busy intersection safer and creating a new right-turn bay for SH30 traffic turning into Rangiteaorere Road.

NZ Upgrade Programme

The NZ Upgrade Programme (NZUP) for the Bay of Plenty is delivering improved safety and will support continued growth of the area.

- Improving safety is at the heart of the **Takitimu North Link** project, which is a key strategic transport corridor for the region, providing greater travel choice with managed lanes, and a shared path for walking and cycling. NZUP has provided funding to build Stage One, the new 6.8km four-lane road connecting SH29 Takitimu Drive Toll Road through to SH2 west of Te Puna. Construction started in 2022 with work to build five of the eight bridges underway.
- The **SH5 Tarukenga to Ngongotahā safety improvements**, including the SH36/SH5 roundabout, were funded by the regional package of New Zealand Upgrade Programme. The \$14m project was completed mid-2022.

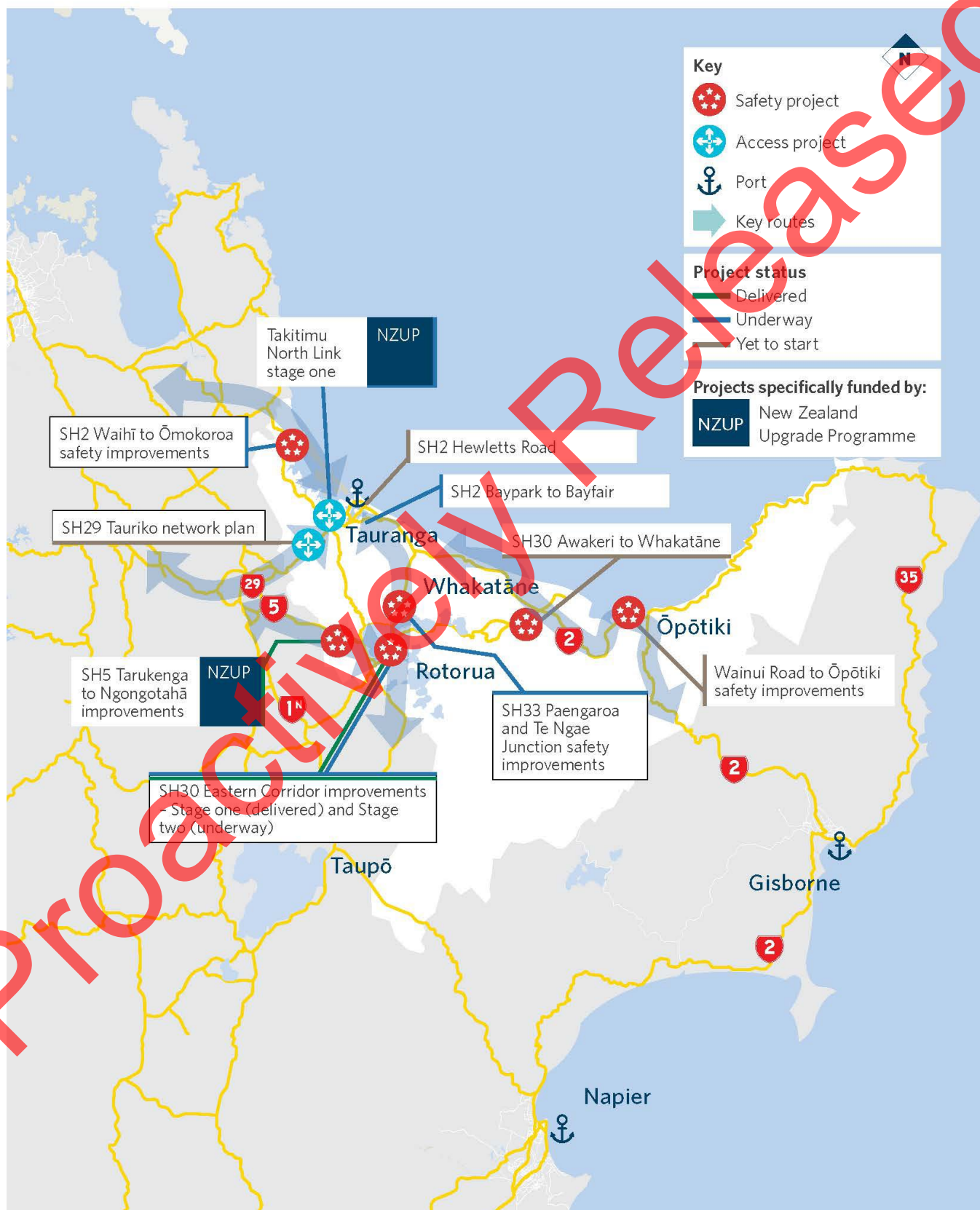
Funding overview

NLTP – BAY OF PLENTY	Investment in 2022/23	Forecast investment for 2021-24
Total	\$517 million	\$1.5 billion
Maintenance and operations	\$167 million	\$416 million
Public transport investment	\$31 million	\$115 million
Walking and cycling	\$19 million	\$55 million
Road to Zero (safety)	\$60 million	\$202 million
Network improvements	\$77 million	\$257 million

Te Moana-a-Toi Bay of Plenty

key projects 2021-24

23-EX-NLTP-001



Waitaha – Canterbury 2023 update

Investment throughout Canterbury during the 2021–24 National Land Transport Programme (NLTP) is focused on creating a safe, more resilient road and rail network that supports the movement of people and goods. This includes maintaining important links to neighbouring regions and the rest of Aotearoa New Zealand, to support export, tourism and domestic travel volumes.

We continue to support our partners to engage in planning to improve the safety and resilience of the transport network. This includes the implementation of a safety programme, to manage the way the network supports everyone who uses the road, and to reduce speeds in places with poor crash histories.

In Greater Christchurch, we're working with our partners on a spatial plan. The spatial plan will help to manage demand on the network and improve transport integration which supports population and economic growth. This includes integrated land use planning that will support increased use of public transport, and walking and cycling facilities. We're also ensuring we maintain necessary freight routes to critical transport infrastructure, such as Christchurch International Airport, Lyttelton Port and MidlandPort, at Rolleston.

Greater Christchurch

Without intervention, growth in Christchurch and the wider region will result in continued travel by private vehicles, leading to increased carbon emissions.

The development of safe, separated cycleways throughout the city and cycle paths connecting to Selwyn and Waimakariri districts have already seen an increase in cycling numbers but more needs to be done.

The Greater Christchurch Partnership (GCP) continues to encourage walking and cycling within the city and wider region. The shared development of the Greater Christchurch Regional Mode Shift Plan is now feeding into planning and programming for new cycling, walking and public transport initiatives to change travel behaviour.

The Greater Christchurch Spatial Plan is a blueprint that will guide how population and business growth will be accommodated in Greater Christchurch into the future, through targeted intensification in centres and along public transport corridors. This work includes ensuring the transport system that is developed to support this growth is sustainable and provides easy access to a range of travel options, including connected public transport, walking and cycling. Alongside this, we're working with the Greater Christchurch partners to investigate a future rapid transit (turn up and go) system.

Walking and cycling

Work continues on the development of Christchurch's 13 major cycleways, providing 101kms of safe cycling facilities across the city and connecting to shared pathways built to the north and south of Christchurch during the last three years.

Five of the major cycleways are fully open, four are partially open and four are being developed. We are investing at least a further \$5.3 million in the development of these cycleways to support travel choice across the region.

The major cycleways support residents on both sides of the Waimakariri River who now have access to 15kms of separated shared path, adjacent to the new Christchurch Northern Corridor motorway, and new cycle links built as part of the Christchurch Southern Motorway (stage 2) project. All these new routes are contributing to an increase in cycling throughout Greater Christchurch.

Improved cycling paths and pedestrian improvements are also a part of the Christchurch Central City Accessible City Programme implementation of which continues. In the city's central business district, streets such as Hereford, Victoria, St Asaph and Manchester are more accessible for walking and cycling, with wider footpaths and new cycling facilities. Improvements will continue during the next 10 years, with similar programmes of changes scheduled for Colombo, High, Worcester, Lichfield, Kilmore and Salisbury streets in coming years.

Public transport

The final business case, in a series of three integrated business cases known as PT Futures, is looking at the potential for a mass rapid transit

system (known as turn up and go) in Greater Christchurch. Two of the business cases have already identified improvements to five existing core bus routes and overall improvements to the network. The investigation of a mass rapid transit system is being done in conjunction with the Greater Christchurch Spatial Plan and is investigating the factors required to support a frequent and high-capacity public transport route, and how Greater Christchurch's public transport system can evolve to deliver a much greater proportion of travel by public transport. We're investing more than \$3.5 million into the PT Futures portfolio of work this NLTP.

In February and March 2023, we engaged with the Greater Christchurch community on the idea of a turn up and go service and a possible route. The engagement attracted more than 7000 responses with a good proportion of young people interested. Overall, the idea and route were well supported with 72 percent of those living in suburbs along the route supporting it.

The next steps will be to finalise our investigation into the turn up and go public transport service allowing us to move to the next phase of detailed planning. We will engage further with the community as our work progresses.

New Zealand Upgrade Programme

The New Zealand Upgrade Programme (NZUP) includes \$300 million for three projects to support significant residential and industrial growth in the southwest sector of Christchurch and neighbouring Selwyn district, as well as three projects focused on improving safety at rural intersections.

Elements within the projects include:

- Rail corridor improvements and intersection upgrades along SH1 in the Rolleston area, as well as a Rolleston overpass for local access.
- Two bus lanes on SH75 Halswell Road, which will connect with the Christchurch City Council bus lanes on Lincoln Road.
- Improvements to Brougham Street, including priority for buses, walking and cycling across the corridor and for vehicles carrying multiple people and/or freight along the corridor. Intersection improvements will make it safer for communities.
- Rural intersection safety improvements in West Melton, Tinwald and Ashburton.

Canterbury

In the wider Canterbury region, we continue to make safety improvements to sections of the state highway network.

During the next three years, we'll invest to improve safety across six corridors to reduce annual deaths and serious injuries in the region. This work includes a range of safety improvements to:

- SH1 Ashley to Belfast
- SH71 Rangiora to SH1
- SH73 West Melton to Yaldhurst
- SH1 Templeton to Selwyn River
- SH1 Selwyn to Ashburton corridor
- SH1 Timaru to St Andrews corridor.

We're funding two roundabouts to improve safety at the Shands Road/Trents Road and Shands Road/Hampton Road intersections. These improvements will address safety concerns and accommodate increased traffic volumes following the opening of the Southern Motorway.

NZUP has made it safer for visiting drivers stopping to look at and capture the beauty of the picturesque landscape by investing \$5 million for pull-over areas in the Mackenzie Basin on SH8, SH79 and SH80.

Resilience

Under the 2021–24 Rail Network Investment Programme, investment will be targeted at the vital main freight and long-distance passenger lines that connect Canterbury to ports and the other regions. Most of the investment focus is on improving bridge and track quality to reduce derailment risks, improve drainage, stabilise slopes and enhance river and coastal protection.

Keeping the land transport system well maintained and safe is a large part of the annual investment in the Canterbury region and Greater Christchurch area. This money ensures the transport system is safer, more reliable and easier to use, helping to keep communities connected and supporting economic growth.

Completed in the last 12 months

- New safer speed limits on SH73 and SH75 from Christchurch to Akaroa, making travel on this popular tourist route safer and more enjoyable for everyone.
- Significant progress was made on the suite of **NZUP** projects, which will provide Cantabrians with more travel options and improved safety. Work was completed on two projects, one at Weedons Ross Road in West Melton and other on Walnut Avenue in Ashburton, both aimed at making travel safer, including safer crossing for cyclists and pedestrians including school children.
- Completion of the **Puari ki Rapanui cycleway** connects residents with recreation, schools and shopping.
- Roadside **shoulder widening** for sections of SH8 Mackenzie Basin has increased the number of safe spaces for visiting drivers to pull over and appreciate the world-renowned alpine and lake vistas.

Underway or about to start

- **Rural intersection safety improvements in Tinwald** are scheduled to be completed by May 2024. These will make it safer to get on and off SH1 and to cross between the west and east residential areas.
- **SH1/SH71 Tram Road off-ramp signalised intersection** will address community concerns and improve safety and will be completed by early 2024.
- **SH1 Timaru** resilience work at the old showgrounds will start in summer 2023.
- Planning and design work for:
 - shared use path on SH75 Cooptown
 - shared use path SH8 Pleasant Point
 - improved on-road cycle infrastructure on SH74 (linking to Christchurch City Council's major cycle routes)
 - guardrail along parts of the Hilltop on SH75 to Akaroa, with construction scheduled for November 2023.
- Highway safety upgrades between **Rolleston Drive North and Dunns Crossing/Walkers Roads** (part of the NZUP package of works for Canterbury). We're making final changes to the recommended plan following community feedback in 2022. This project will improve safety and the connections between residential communities either side of SH1. Following completion of the business case we'll start work on detailed design and gaining

consents. Community feedback was received on revised plans for a multi-modal flyover at Rolleston in July 2022.

- **The Ashburton-Tinwald connectivity** business case was endorsed by the Ashburton District Council in August 2022. The preferred option includes both a second bridge over the Ashburton River/Hakatere and the supporting road network connections. The funding for the implementation phases will be considered through the prioritisation in the 2024-27 NLTP.

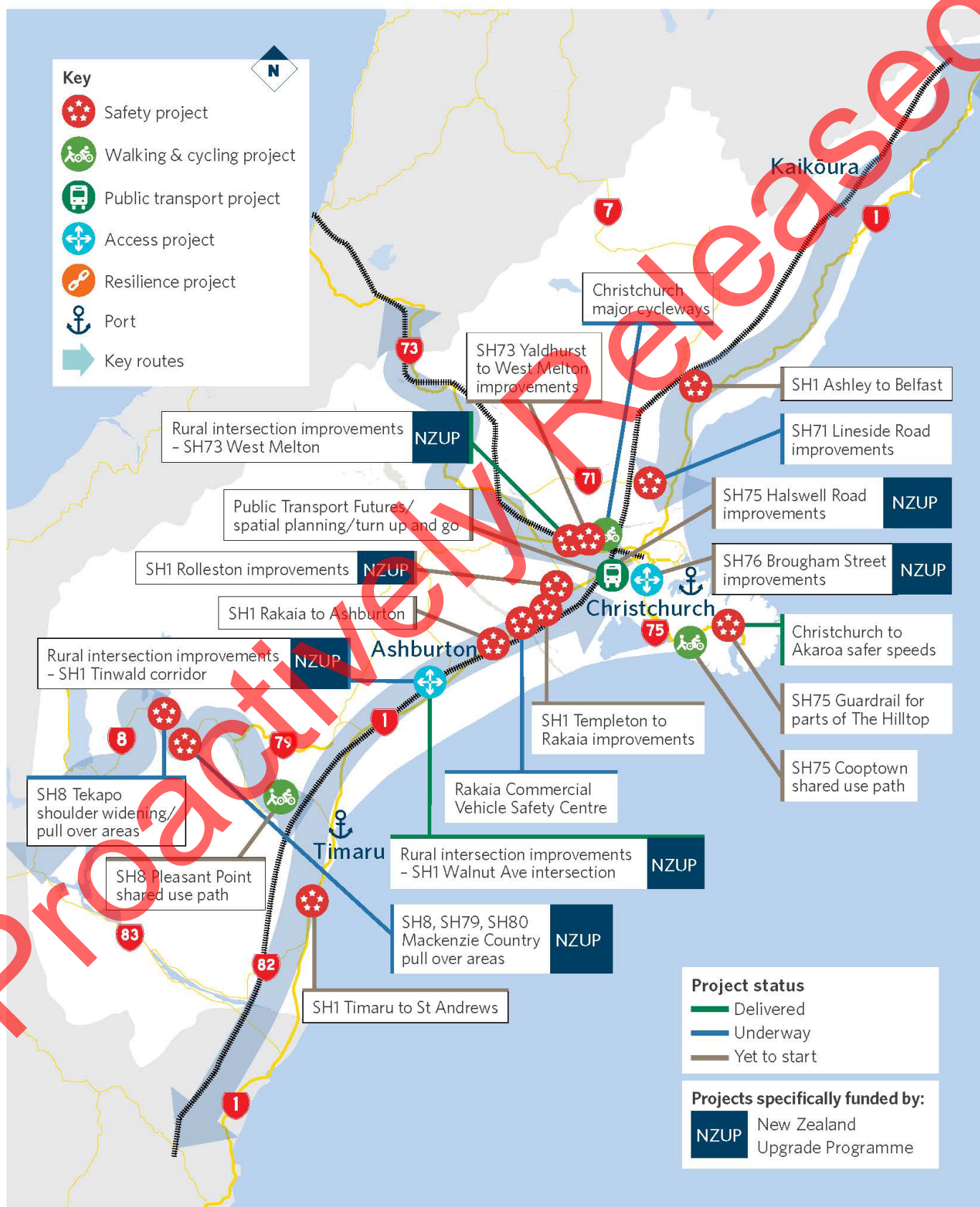
Funding overview

NLTP - CANTERBURY	Investment in 2022/23	Forecast investment for 2021-24
Total	\$440 million	\$1.4 billion
Maintenance and operations	\$255 million	\$701 million
Public transport investment	\$84 million	\$280 million
Walking and cycling	\$2.1 million	\$19 million
Road to Zero (safety)	\$18 million	\$111 million
Network improvements	\$36 million	\$175 million

Waitaha Canterbury

key projects 2021-24

23-EX-NLTP-001



Tairāwhiti – Gisborne 2023 update

Investment in the Tairāwhiti land transport system through the 2021-24 National Land Transport Programme (NLTP) is focused on supporting improved access to essential services and increasing resilience of the road network to get goods to market.

The topography of Gisborne — a hilly, mountainous interior, low-lying river plains and coastal flats — makes the region prone to erosion and slips. It is also vulnerable to the impact of climate change and extreme weather. The region's relative isolation means businesses and communities rely on having access to safe, reliable transport to get their goods to domestic and international markets and to access essential services.

Keeping the land transport system maintained is a large part of the NLTP investment in Tairāwhiti. During the 2021-24 NLTP period, \$326 million is forecast for maintenance and operations work across the region. Good progress on road renewal work was made during the 2022/23 summer maintenance season before Cyclone Gabrielle. Any works that were not able to be completed will be added to the 2023/24 programme.

Tairāwhiti has been hit by a series of significant weather events in the past few years, leaving extensive damage across the region. The scale of damage following Cyclone Gabrielle is significant, and it will take time to repair and rebuild.

Reliable and resilient access

Following Cyclone Gabrielle, the key links into and around Tairāwhiti have been reopened, and we're using short-term measures to keep the region moving. Recovery works are ongoing.

We're also working on a **Tairāwhiti Wairoa Resilience Strategic Response** which identifies a recommended broad rebuild work programme for the region. SH2 (Ōpōtiki to SH2/SH5 intersection), SH35 and SH38 are included in the programme. This work builds on existing strategic work already done in the region, including the Tairāwhiti Roding Package, applying a stronger focus on resilience. All future works are subject to funding.

Through the **Tairāwhiti Roding Package** (TRP), \$13.5 million is being spent improving the reliability and resilience of SH35. This work is ongoing and includes native revegetation, retaining structures, retreats, and coastal

erosion protection at 10 sites. Six sites have been completed with the remaining four to be complete by mid-2024.

We're also investing in improvements through SH2 Waioeka Gorge, a key freight route for Gisborne. A detailed business case for this project was completed before the early 2023 cyclones hit the region. It is now being updated to align with the Tairāwhiti Wairoa Resilience Strategic Response and, subject to funding, could form the initial piece of work to improve the resilience and safety of this key route.

Public transport

In this NLTP, we're investing \$3.6 million to maintain and develop Gisborne city's public transport services. Funding for an improved ticketing system will see Gisborne's public transport included in the **National Ticketing Solution** programme from mid to late 2026.

A strategic review of the city's public transport system is also underway. The Regional Transport Committee will soon receive changes suggested by the review, aiming to approve recommendations by November 2023.

Road safety

We're on track to deliver 20 additional passing opportunities along SH2 and SH35, to reduce driver frustration and make overtaking safer. There will be a mix of new slow vehicle bays, extensions to existing slow vehicle bays, widened shoulders and mobile phone laybys. Eight sites are complete and the remaining 12 sites will be completed in the 2023/2024 financial year. This work is part of the Tairāwhiti Roading Package (TRP), at a cost of \$33 million. The funding is allocated from Kānoa - Regional Economic Development & Investment Unit and the National Land Transport Fund.

Following the implementation of new safer speeds on SH35 in recent years, the way we manage speeds has recently changed. We now need to develop speed management plans with a whole-of-network approach every three years, aligning with the NLTP cycle. As this legislation has come into effect during the current 2021-24 NLTP period, Waka Kotahi has developed an Interim State Highway Speed Management Plan (ISMP) which includes remaining speed-related activities within the current NLTP.

The ISMP's proposed changes for Gisborne aim to benefit children and their caregivers so they can feel safer walking or biking to kura, and tourists so they

can confidently travel through our region to explore its beaches and rural beauty. Changes to speed limits on other sections of state highways in the region will be considered when we develop the full State Highway Speed Management Plan.

The Waka Kotahi national project, *Improving Road Safety with Māori*, under Road to Zero Te Ara Ki te Ora involves Te Tairāwhiti as one of the first regions to focus on. The impact of weather events, including Cyclone Gabrielle, has slowed progress on the project, however the work is ongoing, and we remain committed to doing better for Māori, making sure people are getting home safe to their whānau, hapū, iwi and hapori community.

Completed in the last 12 months

- All programmed TAC (asphaltic concrete resurfacing) and SCRIM (skid safety) sites in the region's 2022/23 **summer maintenance programme** were completed. The majority of full road rebuilds, and chip seal reseal sites were completed however the programme was disrupted by the impact of Cyclone Gabrielle.
- Improved **passing opportunities** have been created at five sites along SH35/SH2.
- The detailed business case on resilience and safety improvements on SH2 through the **Waioeka Gorge**, between Gisborne and Ōpōtiki, was completed.
- A new permanent speed limit was proposed for SH2 through Ormond township, and variable speed limits proposed on SH2 and SH35 outside five schools and one marae.
- We undertook engagement and relationship building with road safety advocates in the region as part of the national **Road Safety with Māori** project.
- **Emergency responses** to both Cyclone Gabrielle and other extreme weather events, involving significant repair works to restore the state highway network were considerable.
- Following weather events, urgent work on a Tairāwhiti Wairoa Resilience Strategic Response and a recommended broad rebuild work programme for the region was completed to ensure the future resilience of the state highway network.
- The **Transport Recovery: East Coast Alliance** was established to lead the design and delivery of physical works on the state highway and rail networks in the region in the coming years.

Underway or about to start

- Using the Government's initial fund for Cyclone-related emergency repairs and works, we're improving the resilience of **SH2 between Gisborne and the Waioeka Gorge** with an extensive asphaltting programme. Cyclone recovery work will continue.
- We're reporting to the Government on recommended **longer term broad rebuild work programmes** to progress as soon as feasible, and the ranges of funding required. There are still many significant decisions to be made going forward with iwi, hapū, councils, stakeholders and communities.
- Two projects that are part of the low-cost low-risk programme are about to get underway on **SH35 at Tatapouri**. The first is a rock fence replacement to improve resilience and the second is a safety project to improve the right-hand turn into a busy campground and boat ramp.
- We're planning for the **2023/24 summer maintenance season**. Works not completed last season because of the impact of Cyclone Gabrielle will be added to the 2023/24 programme. We'll review the planned drainage works programme because some works have been completed as part of the cyclone recovery, and priorities may have changed.

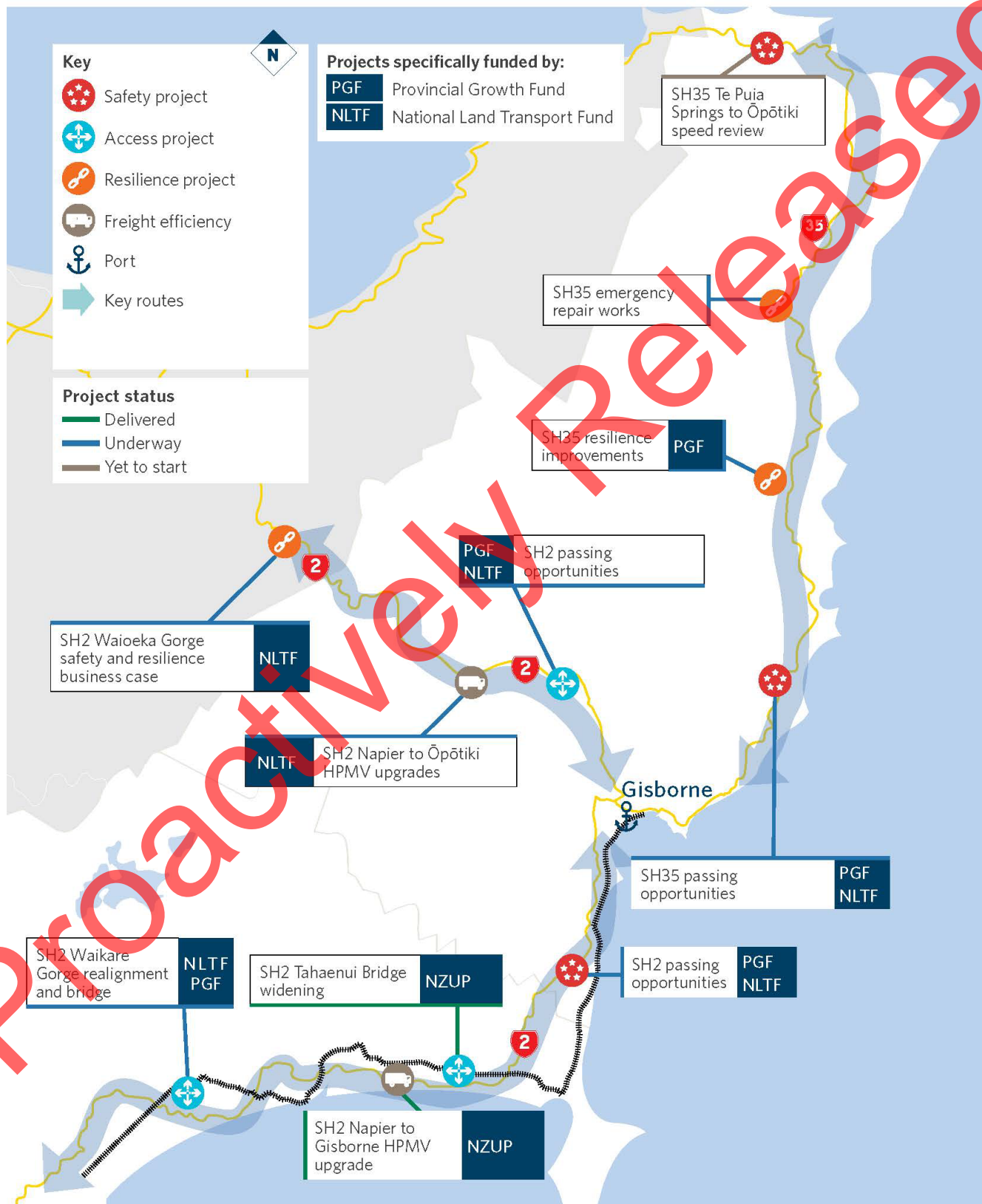
Funding overview

NLTP - GISBORNE	Investment in 2022/23	Forecast investment for 2021-24
Total	\$170 million	\$388 million
Maintenance and operations	\$157 million	\$326 million
Public transport investment	\$1 million	\$3.6 million
Walking and cycling	\$1.4 million	\$4 million
Road to Zero (safety)	\$1 million	\$5 million
Network improvements	\$2 million	\$11 million

Tairāwhiti Gisborne

key projects 2021-24

23-EX-NLTP-001



Te Upoko o Te Ika a Māui – Greater Wellington 2023 update

Investment in Greater Wellington during the 2021-24 National Land Transport Programme (NLTP) is focused on enabling more people to use sustainable travel options like walking, cycling and public transport, and on improving the safety, reliability, and resilience of the region's road network.

Completed in the last 12 months

- The **Peka Peka to Ōtaki Expressway** (PP2Ō) was completed and opened in December 2022, creating a new stretch of SH1 that connects with the MacKays to Peka Peka Expressway.
- As part of the PP2Ō project, a 10km shared path for pedestrians and cyclists was opened in May 2023.

Underway or about to start

- Te Wai Takamori o Te Awa Kairangi, the Alliance that will deliver the RiverLink programme, was formed in April 2023. The programme is now in detailed design and planning, with construction expected to start later in 2023.
- Good progress was made on key walking and cycling projects connecting Wellington with the Hutt Valley, which make up **Te Ara Tupua**:
 - Construction continued on the **Pito-One (Petone) to Melling** section, expected to open in August 2023.
 - Construction began on the **Ngā Ūranga ki Pito-One (Ngauranga to Petone) section**. Work is underway on Honiana Te Puni Reserve in Pito-One and enabling works along the coastal section are in place.
 - The first 'bay' section of Hutt City Council's **Tupua Horo Nuku** (formerly Eastern Bays Shared Path) was completed by Te Ara Tupua Alliance.

Better travel options

Wellington already has the highest proportion of people who use public transport in the country, with 30% of journeys made by public transport modes and walking or cycling. Despite this, Wellington is the fourth biggest

contributor to transport carbon emissions, so we need a significant shift in the way people travel, by making it easier to use low-emissions travel options.

Our investment during the 2021-24 NLTP will support an integrated and well-designed land transport system to help people use different ways to move around for many of their journeys. This investment will help to reduce regional transport emissions.

Improving safety

Safety in Wellington continues to be a focus, with deaths and serious injuries having increased at a higher rate than population growth. People most at risk are cyclists and pedestrians in the urban areas, and those travelling on high-risk motorcycle routes and high-risk rural roads.

The SH58 safety improvements and the new SH2 Melling Interchange (being delivered as part of Te Wai Takamori o Te Awakairangi - RiverLink) will help improve safety on existing roads, especially at high-risk intersections and on high-risk roads, while major projects recently completed, including Transmission Gully and PP2Ō, are providing improved safety through the provision of new infrastructure.

Completed in the last 12 months

- Regular overnight shutdowns on **SH2 Remutaka Hill Road** enabled annual maintenance and slip prevention work to be completed.
- During the summer construction season, we **resurfaced 22.2 lane kilometres and resealed 17.8 lane kilometres**. Our maintenance teams also responded to a number of major incidents including clearing major slips on SH58 at Haywards Hill and SH59 at Pukerua Bay.

Underway or about to start

- Work continued to make **SH58** safer for everyone, with work now underway on the section between Harris Road and east of Moonshine Road. The consenting process continues for the proposed works for the final stage from Moonshine Road to Transmission Gully Interchange.
- **SH1 Ōtaki to Ohau safety improvements are underway** and a speed review was completed with safer speeds implemented in December 2022, to ensure everyone who uses this stretch of road can get where they're going safely.

- The **SH2 Ngāūranga to Featherston** safety improvements are progressing. Safety improvements over the Remutaka Hill are due to begin in late 2023, new median barriers are under construction in Upper Hutt between Whakatiki Street and Fergusson Drive, and design work is well advanced for intersection safety improvements at high-risk intersections in both Upper Hutt and Lower Hutt.
- Work continued on safety improvements on **SH2 between Masterton and Carterton**, with main construction work expected to be finished by the end of August 2023. Median barriers and new roundabouts at three intersections will improve safety. Safer speed limits were implemented on SH2 between Masterton and Featherston in January 2023, following consultation completed in 2021.

Improving freight connections

The Wellington region is constrained geographically and is vulnerable to earthquakes, severe storms, landslides and sea level rise. It is critical we ensure people and goods have reliable and efficient access to key destinations in the region, such as the Wellington port, ferry terminals, airport and hospitals.

During the 2024-27 NLTP, we'll look to continue improving the resilience of two main corridors, SH1 and SH2, to help protect this constrained access.

Major roading infrastructure projects such as Te Aranui o Te Rangihaeata Transmission Gully motorway and PP2Ō Expressway are helping provide secure, reliable and safer routes in and out of Wellington. The next stage of the Wellington Northern Corridor, the Ōtaki to North of Levin new highway, is expected to begin construction in 2025.

Wellington is a vital gateway for freight and travel between the north and south islands and we're working with our partners to improve the resilience of this inter-island connection.

Let's Get Wellington Moving

During this NLTP period, the programme continues to focus on delivery of the short-term 'Transitional Programme', while planning and investigation work for the major projects is underway.

Completed in the last 12 months

- A new signal-controlled walking and cycling crossing on **SH1 Cobham Drive** was completed in January 2023.
- Initial **Central City Walking Improvement** projects have been implemented providing safer, more convenient walking routes and crossings.

Underway or about to start

- Construction began on Stage 1 of the **Thorndon Quay Hutt Road** project with the roundabout on Aotea Quay underway. Stage 2 (Thorndon Quay) is expected to begin in September 2023.
- The **Golden Mile** project has secured key approvals and funding. Early works are expected to begin in September 2023, and main construction in mid-2024.
- Public engagement was completed in 2023 for the first tranche of **People Friendly City Streets** projects, including Miramar to City Connection, John Street to Taranaki Street Connection, and Featherston Street and Southwest Te Aro.
- Major projects **Mass Rapid Transit (MRT)**, **Basin Reserve Improvements** and an additional **Mt Victoria Tunnel**, collectively known as the 'Transformational Programme', are now in the detailed investigation phase and continuing to progress.

Funding overview

NLTP - WELLINGTON	Investment in 2022/23	Forecast investment for 2021-24
Total	\$1 billion	\$3.4 billion
Maintenance and operations	\$219 million	\$612 million
Public transport investment	\$320 million	\$1.2 billion
Walking and cycling	\$85 million	\$268 million
Road to Zero (safety)	\$34 million	\$95 million

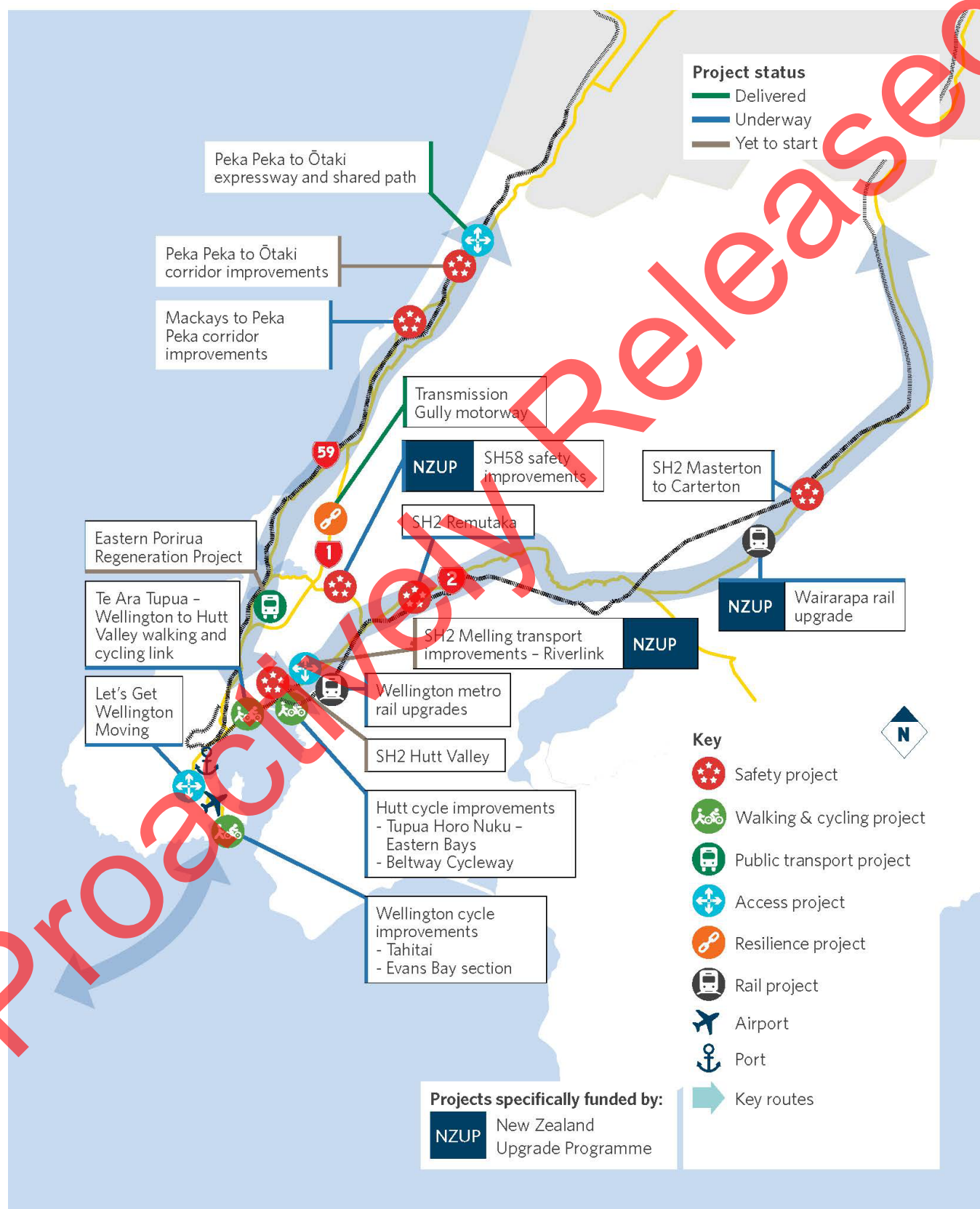
NLTP - WELLINGTON	Investment in 2022/23	Forecast investment for 2021-24
Network improvements	\$212 million	\$791 million

Proactively Released

Te Upoko o Te Ika a Māui Greater Wellington

key projects 2021-24

23-EX-NLTP-001



Te Matau-a-Māui – Hawke's Bay 2023 update

Safer, more reliable and resilient access for remote communities, farming, forestry, freight and tourism are important for economic growth and prosperity in Hawke's Bay.

Investment in the region's land transport system through the 2021–24 National Land Transport Programme (NLTP) is supporting improved access to and safety on the network to help get goods to market, as well as maintaining growth in tourism. We are making improvements to critical network links for everyone travelling within and through the region.

Keeping the land transport system maintained is a large part of the NLTP investment in Hawke's Bay. During the 2021-24 NLTP period, \$426 million is forecast for maintenance and operations work across the region. The extremely wet spring, two cyclones and resourcing constraints significantly impacted the forecast maintenance programme for 2022/23. Work that couldn't be completed has been deferred to the 2023/24 season.

Cyclone Gabrielle has left extensive damage across Hawke's Bay that will take time to repair and rebuild. Any funding for this work is separate to what is forecast in the 2021-24 NLTP. The key links into and around Hawke's Bay have been reopened, and we're using short-term measures to keep the region moving. Recovery works are ongoing.

We're also working on a **Hawke's Bay Resilience Strategic Response** which identifies a recommended broad rebuild work programme for the region. SH51, SH50, SH5 and SH2 (from SH2/SH5 intersection to Takapau in Central Hawke's Bay) are included in this programme. This work builds on existing strategic work already done in the region, including the SH5 Programme Business Case, applying a stronger focus on resilience. A separate recommended programme covers SH2, SH35 and SH38 in Tairāwhiti, Wairoa and northern Hawke's Bay. All future works are subject to funding.

In addition to the Resilience Strategic Response work, Waka Kotahi is collaborating with local council partners and engaging with key stakeholders on a Hawke's Bay State Highway and Local Road Future Function and Form Review. This will highlight what the major challenges are in the region and what parts of the network need further study, investigation and investment.

Investment through the Provincial Growth Fund and regional package of the NZ Upgrade Programme (NZUP) is targeted at improving inter-regional freight routes in Hawke's Bay and upgrading roads and bridges to improve safety.

Public transport

In urban areas, our investment looks to encourage a shift from a reliance on private vehicle use to public transport, walking and cycling. Co-investment with our partners will also provide safer and improved access to schools, employment and goods and services that have great social and economic benefits. This will help create an urban environment where people want to live, work, study and play.

MyWay is an on-demand public transport service trial in Hastings, designed to suit people's schedules and combining the benefits of public transport with the convenience and flexibility of travelling by car, taxi or shared ride services. The impact of Cyclone Gabrielle has slowed progress on the trial although it is ongoing.

State Highway 5 improvements

A Programme Business Case for SH5 between Napier and Taupō is in development. Its purpose is to set out a mid to long-term vision for SH5 and to inform future improvements to address safety and resilience along this corridor.

In addition to this, a programme of safety improvements on SH5 is getting underway in September/October 2023. It includes a review of road signs and markings along the whole corridor and site-specific road safety improvements such as roadside signage, guardrails, lining improvements and rumble strips.

Road safety

Following the implementation of new safer speeds in Hawke's Bay in recent years, the way we manage speeds has recently changed. We now need to develop speed management plans with a whole-of-network approach every three years, aligning with the NLTP cycle. As this legislation has come into effect during the current 2021-24 NLTP period, Waka Kotahi has developed an Interim State Highway Speed Management Plan (ISMP) which includes remaining speed-related activities within this NLTP.

The ISMP's proposed changes for Hawke's Bay primarily aim to benefit children and their caregivers so they can feel safer walking or biking to kura. Changes to speed limits on other sections of state highways in the region will be considered when we develop the full State Highway Speed Management Plan.

Completed in the last 12 months

- A **Programme Business Case** for SH5 between Napier and Taupō was started in November 2022.
- During the 2022/23 **summer maintenance** season, we completed 38 percent of planned reseals, 69 percent of road rehabilitations, 33 percent of drainage sites and 95 percent of thin asphalt sites were completed. Sites that weren't completed have been deferred to the next construction season.
- A **new permanent speed limit** was proposed for SH50 Links Road from Pakowhai roundabout to Waiohiki Road intersection, an intersection speed zone for SH2/SH50 intersection, and variable speed limits proposed on SH2 and SH51 outside six schools. This will be progressed once the Interim State Highway Speed Management Plan (ISMP) has gone through certification.
- The **SH2 College Road to Silverstream project**, increasing regional development, safety, resilience, and accessibility, was completed. It included 1.7kms of road realignment and new passing opportunities.
- Steady progress was made on the \$32.5m **SH2/SH35 passing opportunities** project, with three slow vehicle bays built at Matahorua, Kotemaori and Wharerata.

Underway or about to start

- Changes are being made on SH50 to the Prebensen Drive, Taradale Road, and Hyderabad Road roundabouts **to improve safety**. A new shared path will make it easier for pedestrians and cyclists to travel from Ahuriri and connect to the Hawke's Bay cycle path network. The first stage of this project was completed in September 2022. Stage two was to start in August 2023, followed by stage three from November 2023.
- The **SH51 Napier to Clive** project started in May, including the installation of side and median barriers between Waitangi Road and Awatoto Road. The next stage will see side and median barriers installed between Ellison Street/Marine Parade intersection and

Waitangi Road. A permanent offline roundabout will be built to improve safety at the Awatoto Road/SH51 intersection. Construction is scheduled to start in September 2023.

- We're extending the **Tall Oil Pitch** trial on three sections of SH38 between Aniwanui (Hawke's Bay) and Murupara (Bay of Plenty) including guardrail installation and short-term resilience work, to improve the journey between Waikaremoana and Murupara. Tall Oil Pitch is a by-product of the wood-pulping process. The project is delivered in partnership with Tūhoe. Construction is expected to start in spring 2023.

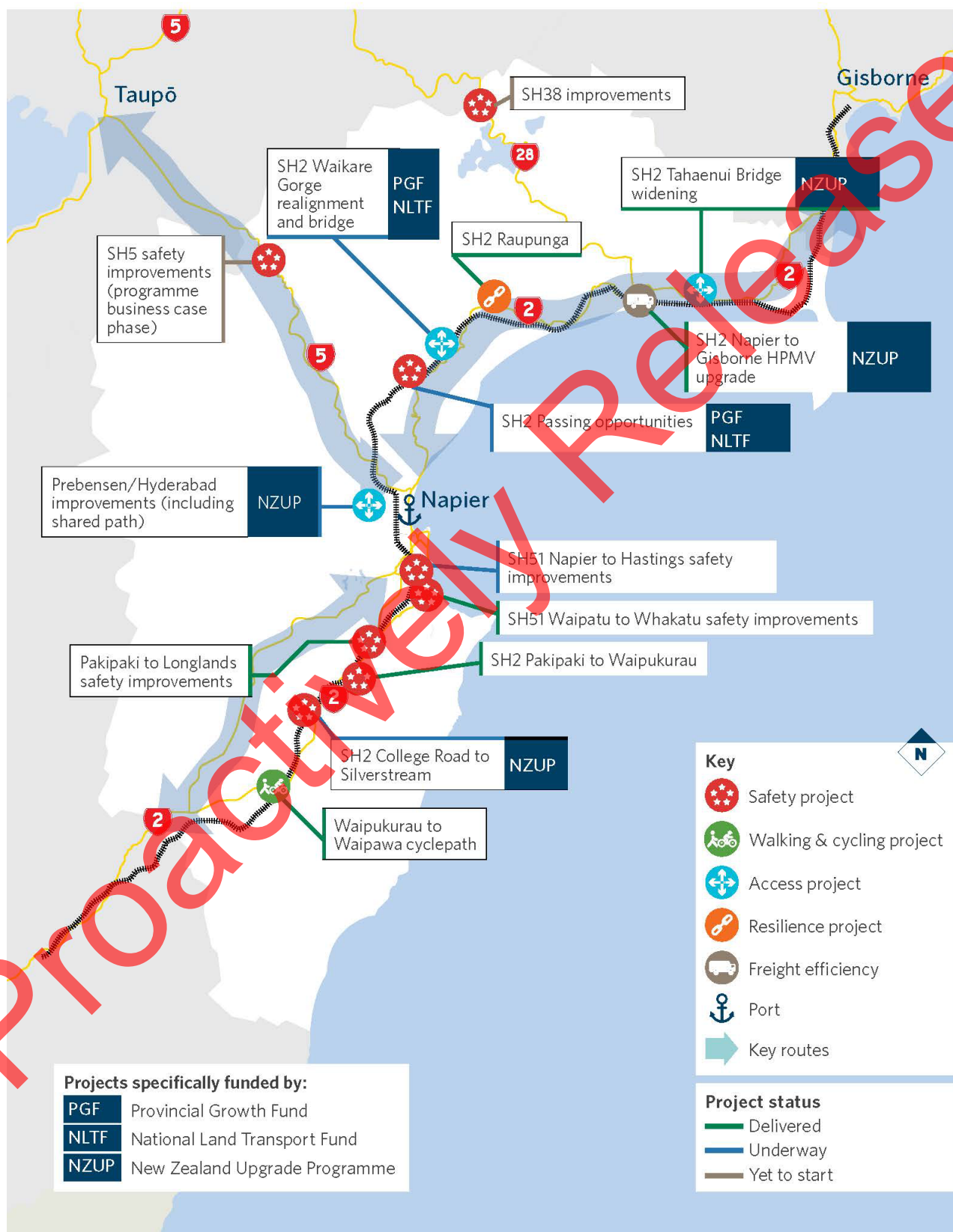
Funding overview

NLTP – HAWKE'S BAY	Investment in 2022/23	Forecast investment for 2021-24
Total	\$260 million	\$606 million
Maintenance and operations	\$217 million	\$426 million
Public transport investment	\$6 million	\$18 million
Walking and cycling	\$3 million	\$22 million
Road to Zero (safety)	\$11 million	\$47 million
Network improvements	\$9 million	\$45 million

Te Matau-a-Māui Hawke's Bay

key projects 2021-24

23-EX-NLTP-001



Manawatū-Whanganui 2023 update

As a key freight and transport hub, the Manawatū-Whanganui region is important for the economic prosperity of Aotearoa. Improving safety, resilience and access in the region is a focus for investment through the 2021-24 National Land Transport Programme (NLTP).

SH1 and SH3 intersect in the region, as do the main north-south and east-west rail lines. Several major distribution centres are operating or being developed in the region, which rely on good access to ports and/or airports.

The Te Ahu a Turanga: Manawatū Tararua Highway project to connect Manawatū, Tararua, Hawke's Bay and northern Wairarapa is a significant project to replace the closed SH3 Manawatū Gorge Road. Saddle Road and the Pahiatua Track are important alternative routes in the interim, connecting with SH2 which is a critical route to the Hawke's Bay and further afield.

The NZ Upgrade Programme (NZUP) is investing \$1.5 billion to construct a new four-lane highway from Ōtaki to north of Levin (Ō2NL), supporting growth in Levin and providing a safer and more resilient route. The project includes a separated shared path alongside the new highway.

SH4 Parapara Road is an important trade corridor through the central North Island, as well as a scenic tourist route. The road has been significantly impacted by weather events in the last decade, including Cyclone Gabrielle, and we're undertaking remediation work at multiple sites along the route.

Keeping the land transport system well-maintained and safe is a large part of the NLTP investment in the Manawatū-Whanganui region. During the 2021-24 NLTP period, \$432 million is forecast for maintenance and operations work across the region.

Infrastructure improvements and speed management on state highways throughout the region are helping to make roads safer and more accessible. We're identifying areas in the region for a new regional speed management plan and progressing some speed reviews under an interim plan.

We're also working with our partners in the region to get more people out of their cars and using public transport, and/or walking and cycling.

Urban centres

In Palmerston North, new walking, cycling and public transport options are helping improve the resilience of the network and provide greater travel choice.

The Palmerston North Integrated Transport Initiative (PNITI) is a package of projects designed to support growth of freight distribution in the region while also improving transport safety and choice for the residents and visitors of Palmerston North.

Our Streets for People 2021-24 programme is funding three projects delivered by Whanganui District Council and Palmerston North City Council which aim to make it safer, easier and more attractive for people to walk, ride bikes or scooters and take public transport, and to improve road safety. These projects will be completed by June 2024.

As part of the Climate Emergency Response Fund (CERF) programme (a direct Crown-funded programme), the Transport Choices package is also working with Ruapehu District Council, Whanganui District/Horizons Regional Councils, Tararua District Council, Palmerston North City Council and Horowhenua District Council. Projects are aimed at improving public transport infrastructure, creating new separated cycleways and safer, more accessible paths for children, and footpath improvements.

The NZ Upgrade Programme (NZUP) is investing \$211 million in infrastructure upgrades to increase rail line capacity and support increased frequency of the Capital Connection train services between Palmerston North and Wellington. The package includes the refurbishment of the rail carriages and a range of safety improvements.

Te Ahu a Turanga: Manawatū Tararua Highway

Since April 2017, SH3 through the Manawatū Gorge has been closed because of significant slip damage. A safe, resilient, and efficient replacement route – the \$620 million Te Ahu a Turanga: Manawatū Tararua Highway – is being built over the Ruahine Range between Woodville and Ashhurst.

Construction began in January 2021 and is progressing well. Completion is expected mid-2025.

The project has faced a range of challenges, including wet weather, engineering complexities and the impact of COVID-19 on the workforce and supply chain. Despite this, by June 2023 the project had moved more than 5.7

million cubic metres of earth and was close to completing the total site earthworks. Pavement construction got underway in June 2023, with the first aggregate being laid on completed earthworks sections.

More than 870,000 riparian and wetland native plants have been planted throughout the region since the start of construction, with the first plants going in along the side of the highway in 2023. Considerable progress has been made on the six structures along the alignment since construction began, with the three underpasses now structurally complete.

This project has a strong focus on creating positive regional outcomes, including a locals-first approach to recruitment; opportunities for local business; building local capability through training and upskilling; sponsoring local schools, charities and community organisations and having iwi represented at governance, management and operational levels.

Completed in the last 12 months

- In the 2022/23 summer maintenance season, our contractors completed 20 full rebuilds of sections of roads needing renewal across Manawatū/Whanganui. This was in addition to the over 90 sections of road we completed reseals on. Important maintenance work was also completed on the SH3 Manawatū Gorge alternative routes.
- A significant milestone was reached in the **Auraki Stream road retreat project on SH4 Parapara Road**, with traffic moved to the new road's southbound lane in June 2023, following completion of the main earthworks. All work is expected to be complete by August 2023 (weather dependent).
- The urban boundary 50km/h zone was extended on **SH3 Napier Road in Palmerston North**. Safer speed limits were set on **SH57 between Levin and Shannon** and on **SH1 between Ōtaki and Ohau**.
- Works were fully completed on the **Whirokino Trestle and Manawatū River Bridge project** in May 2023, including the completion of the northern abutment memorial and new northern and southern rest areas.
- The **SH1 Rangatira resilience project** was completed, involving the construction of shotcrete retaining walls to stabilise the site where there was significant scour.
- **SH57 safety improvements at Levin** were completed, including wide centreline, stretches of side barrier and a roundabout at Queen Street East.

Underway or about to start

- The **Ōtaki to north of Levin (Ō2NL)** new highway and walking and cycling path project reached a key milestone with resource consent applications lodged with the relevant councils in November 2022. Community engagement is ongoing, including through regular drop-in sessions.
- Detailed design was completed for safety improvements on **SH1 between Levin and Foxton**. Construction is expected to start later this year.
- Safety improvements between **SH1 Ōtaki and Ohau** are progressing, with the first phase of work between Ōtaki and Manakau. Three turnaround bays and stretches of median and side barriers will be installed between Ōtaki and Manakau. Further design investigations for the next phase of safety improvement works between Manakau and Ohau are underway.
- Infrastructure improvements are being designed for **SH3 Napier Road**, including new traffic signals, a widened centreline, improved walking and cycling facilities, pedestrian refuge islands, and stormwater facilities.
- Enabling works at Te Oreore slip site on **SH4 Parapara Road** got underway in February 2023 (construction of three retaining walls and drilling and construction of two new dewatering wells). This work safeguards the area while we continue to prepare for construction of the new permanent road.
- Construction started in May 2023 for a safety improvement project on **SH1/3 between Bulls and Sanson** – a new roundabout at Pukenui Rd (the turnoff to RNZAF Base Ohakea). A shared user path between Bulls and Ohakea is also being constructed as part of the project.
- Further walking and cycling projects on **SH4 at Raurimu, SH3 in Palmerston North at Te Matai Rd, SH3 at Whangaehu, and SH56 at Longburn** are in investigation/design phases.
- Investigations into a **shared user path at the Ashhurst Bridge** are ongoing. A shared path here will provide safe passage to and from Te Ahu a Turanga: Manawatū Tararua Highway for the growing communities on both sides of the Manawatū River.
- Investigations into **safety improvements on SH3 between Whanganui and Bulls**, including median barrier and turnaround bays, are underway.
- Safety improvements are planned for the intersection of **SH3 Rangitikei Street and Featherston Street**, to make it safer for

everyone who uses it by looking at installing raised safety platforms. The project, in conjunction with Palmerston North City Council's Featherston Street safety upgrade project (funded by Waka Kotahi), will see pedestrian improvements and upgrades to the existing cycleway in the wider Featherston Street area.

- A range of safety improvements are planned for four sections of state highway in the Central North Island. The areas identified are: **SH2 Woodville to Mangatainoka, SH3 Nukumarū to Whanganui, SH1 Mangaweka to Vinegar Hill and SH1 Taihape to Mangaweka**. Safety improvements include new and improved signage, side barriers, and improved road markings such as rumble strips. This work is being delivered as part of Road to Zero and is planned to take place between September 2023 and April 2024.

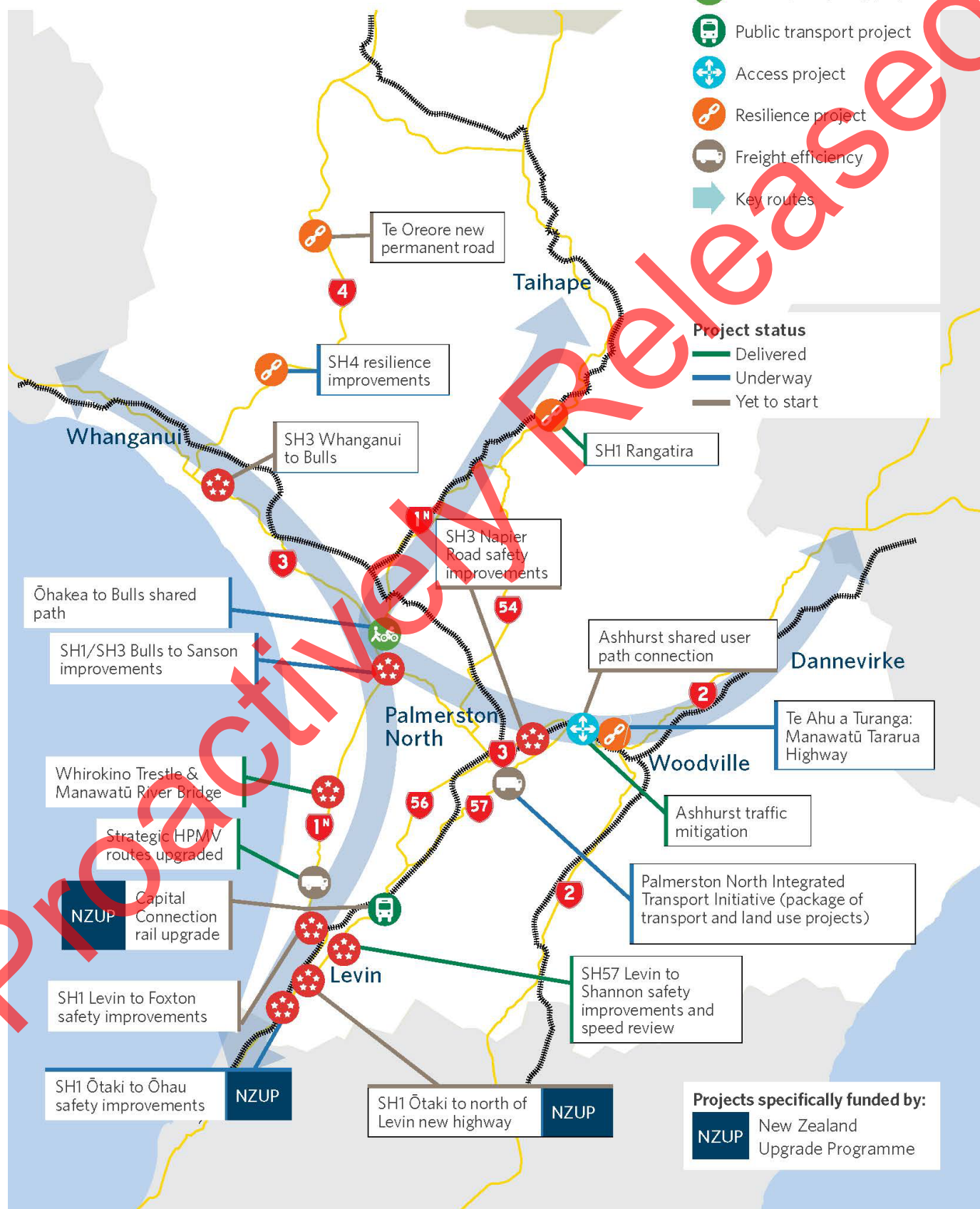
Funding overview

NLTP – MANAWATU-WHANGANUI	Investment in 2022/23	Forecast investment for 2021-24
Total	\$451 million	\$1.4 billion
Maintenance and operations	\$163 million	\$432 million
Public transport investment	\$9.5 million	\$34 million
Walking and cycling	\$4.3 million	\$31 million
Road to Zero (safety)	\$17 million	\$95 million
Network improvements	\$199 million	\$508 million

Manawatū/Whanganui

key projects 2021-24

23-EX-NLTP-001



Te Tai Tokerau – Northland 2023 update

A safe, well-connected, and resilient land transport system that gets goods to market and supports economic growth in Northland is a major focus of the 2021–24 National Land Transport Programme (NLTP).

Our focus is on investing in developing a more resilient land transport system that supports regional growth in Northland and supports the journeys a resurgent tourism sector will bring.

A major goal is also creating a safe roading system that reduces harm to both people and the environment and doing so in such a way that, in tough financial times, our investment is providing better value for money.

Prioritised investments in Whangārei target better options for people who walk and cycle and take account of the functions of urban streets.

As well as the emphasis on improving the resilience and safety of Northland's roading network to help drive economic growth, this NLTP strives to maintain key road connections and ensure the right levels of service for all transport users, regardless of mode.

We'll be working with our transport partners to ensure the region's roads are more resilient, safer, and well-maintained to provide the access local communities need, and that are critical to the farming, forestry and tourism sectors that are the foundations of the Northland economy.

Weather events

Transport has a major role to play in supporting the economic recovery from Cyclone Gabrielle and COVID-19. Transport services improving access to employment and essential services for vulnerable communities contribute to the economic wellbeing of Te Tai Tokerau Northland. A focus of this NLTP is on maintaining safe and reliable connections to ensure economic recovery is supported.

Following Cyclone Gabrielle and other extreme weather events in 2023, there was a shift in focus to responding to the emergency and reconnecting communities.

Improving road safety outcomes with Māori

Waka Kotahi wants to achieve better road safety outcomes with Māori. To enable the change, we have started the **Improving Road Safety with Māori** project under Road to Zero Te Ara Ki te Ora. The He Pūrongo Whakahaumarū Huarahi Mō Ngā Iwi Māori | Māori road safety outcomes report has been produced to help people understand where we are starting from and the data limitations that currently exist.

The Improving Road Safety with Māori project team will work with Māori to hear more from them about the key challenges facing their people. We will do this initially in two regions, including Te Tai Tokerau, by taking a listen first approach before we partner to develop a way forward. The next steps in this journey may take time but we are committed to doing better for Māori, making sure people are getting home safe to their whānau, hapū, iwi and hāpori (community).

Completed in the last 12 months

- Stage one of the **SH1 Loop Road safety improvements** project has been completed with a single-lane roundabout at a previously unsafe and inefficient intersection.
- **SH1 Whangārei to Wellsford** was made safer near Ruakākā where we have installed a flexible median barrier from Port Marsden Road (SH15) roundabout to Sanford Road, along with widened centre lines and flexible safety posts along the Waipū section.
- We've successfully been trialling new ways of providing easier and faster access to driver testing for restricted and full licences by working with local police officers qualified as driver testing officers to offer **practical driver testing** for Rural Activities Education Programme (REAP) students.

Underway or about to start

- The second phase of **SH1 Loop Road safety improvements**, adding a lane to the roundabout and a bridge over Otaika Stream for the extra lane, is underway and will be completed by late 2023.
- **SH1 Mangamuka slip repair** work is underway following significant damage caused by severe weather events during winter 2022. Repair work on 16 separate slips is underway. The road is planned to be reopened by May 2024.

- The **SH1 Whangārei to Wellsford safety improvements** project continues with additional flexible safety posts about to be installed north of the Port Marsden Road (SH15) roundabout to Springfield Road as an interim measure ahead of the **SH1 Whangārei to Port Marsden Highway safety improvements project**. South of the Brynderwyns by late 2023 a widened centre line north of Ross Road and a flexible median barrier around Topuni Corner will be installed. These works are all early works while we continue to plan and design further improvements along this corridor.
- The **SH10 Kaeo Bridge** upgrade is underway and will see a new two-lane bridge and roundabout at the intersection of SH10 and Whangaroa Road to improve safety and traffic flow. We're expecting to have the structure of the bridge finished by the end of 2023. The road and roundabout will open early 2024.

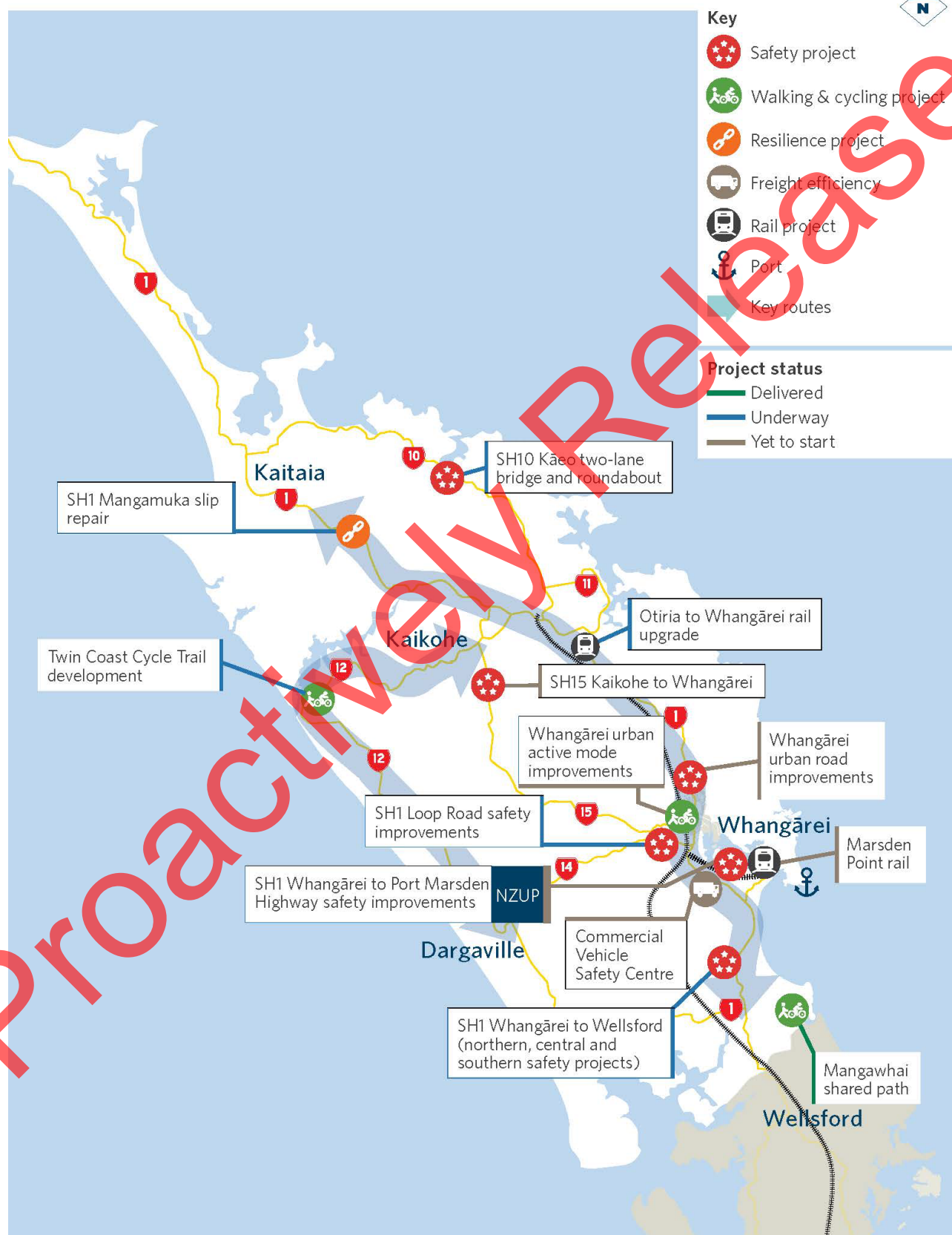
Funding overview

NLTP - NORTHLAND	Investment in 2022/23	Forecast investment for 2021-24
Total	\$290 million	\$836 million
Maintenance and operations	\$215 million	\$559 million
Public transport investment	\$4 million	\$15 million
Walking and cycling	\$9 million	\$38 million
Road to Zero (safety)	\$17 million	\$54 million
Network improvements	\$36 million	\$110 million

Te Tai Tokerau Northland

key projects 2021-24

23-EX-NLTP-001



Ōtākou/Murihiku – Otago/Southland 2023 update

A safe, well-connected, and resilient land transport system that gets goods to market and supports post COVID-19 economic growth in Otago and Southland is a major investment focus of the 2021-24 National Land Transport Programme (NLTP).

Achieving greater value for money is a priority, along with creating a safe system that reduces harm to both people and the environment.

In Otago, this NLTP continues to focus on the investment being made on developing a safer and more resilient land transport system that supports regional growth and provides appropriate levels of service.

Prioritised investments in Dunedin and Queenstown target improved access to public transport, walking and cycling, and take better account of the place and movement functions of urban streets.

In Southland, the emphasis remains on improving the safety and resilience of our network to help drive economic growth, maintain key road connections, and ensure the right levels of service for everyone who uses our transport system.

Together with our partners we're working to ensure the regions' roads are safer, more resilient, and well-maintained to provide the access that communities rely on, and that are critical to the farming, forestry and tourism sectors that underpin both the Otago and Southland economies.

During the 2021-24 NLTP period, \$702 million is being invested in road maintenance and operations in Otago and Southland.

Otago

Completed in the last 12 months

- A single-lane roundabout to improve safety at the busy **SH6/SH8B Intersection in Cromwell** opened in early 2023 and is one of several highway projects funded by the NZ Upgrade Programme (NZUP) regional package. There have been 23 crashes at this intersection in the last 10 years.

Underway or about to start

- A new \$25 million two-lane **Beaumont Bridge** on SH8 over the Clutha River will open at the end of 2023 and replaces the single-lane bridge built in 1887. This new bridge will provide a more resilient highway link on the main highway between Dunedin and Central Otago.

Dunedin

Connecting Dunedin, a transport partnership involving the Dunedin City Council (DCC), Otago Regional Council (ORC) and Waka Kotahi, is delivering a work programme to meet the city's future transport needs, especially in the central business district where work has started on the new Dunedin Hospital.

This programme is focused on a range of cycling, safety and public transport initiatives, and travel demand management improvements that contribute to a safe, sustainable transport network connecting people, places and products.

Underway or about to start

- Continued construction of the \$50 million **SH88 Dunedin to Port Chalmers improvements** project, building the final 5km section of the SH88 shared cycling/walking path between St Leonards and Port Chalmers. The path will open in the third quarter of 2023.
- Continued planning and delivery of **Connecting Dunedin Transport partner programmes**, covering a range of cycling and pedestrian improvements, safety and public transport initiatives. These include upgrading the Harbour Arterial, SH1 and SH88 St Andrew Street to improve accessibility in the central city and accommodate the new Dunedin Hospital.
- Design work for the last stages of the **Dunedin Peninsula Connection**, a 25km shared walking and cycling path between Dunedin and the Otago Harbour entrance. Several seawalls have been built to protect the main road between Dunedin and the Otago Peninsula from climate change-related sea level rises.
- Further investment is planned to build on **public transport patronage** growth in Dunedin. Initiatives include more bus services from the south of the city and investigation of a park and ride facility.
- Detailed design of a joint Connecting Dunedin partners **Albany Street Connection**. This will improve access for people biking and walking to Dunedin's tertiary area and CBD. Construction of this two-way cycleway is planned to begin in late 2023.

Queenstown

Waka Kotahi is taking a multi-agency approach to managing transport opportunities and growth challenges in Queenstown Lakes District, reflecting the area's rapid expansion not only as a tourist hotspot but as a growing sub-region.

Completed in the last 12 months

- A \$6.4 million seal extension was completed to improve safety on **Ballantyne Road near Wanaka**. The road shoulders on this busy local arterial road were widened to provide greater safety for cyclists and pedestrians.

Underway or about to start

- Design and planning for the **Queenstown NZUP package** continued. The programme, delivered via the Kā Huanui a Tāhuna Alliance with QLDC, will deliver a range of public transport and walking and cycling improvements on **SH6 and SH6A**.
- Work started in February 2023 on the **Mt Iron roundabout at the SH6/SH84 intersection** in Wanaka. This project comprises a 40m-diameter, single-lane roundabout, and is part of the Road to Zero Speed and Infrastructure Programme (SIP).
- The **Whakatipu Active Travel Network** is in the detailed design phase which will provide an integrated network of trails that connect to public transport. It consists of a series of trails being delivered by both Waka Kotahi and Queenstown Lakes District Council.
- **A new cycle connection** is planned at Nevis Bluff to secure the Great Ride link between Cromwell and Queenstown.
- On-going planning for improvements to **Queenstown's public transport services**. These include better services, public transport infrastructure, asset ownership, system management and labour supply and funding. For Queenstown, buses will be essential to achieve these goals. For this to happen, buses must be able to move freely on the roads.
- Queenstown's economy will be supported through an on-going rock fall protection management programme at **Nevis Bluff on SH6 between Queenstown and Cromwell** to reduce the risk of closure of this highway which is a key freight, commuter and tourism corridor.

Southland

In the last 12 months

- \$3 million in safety improvements inside the **Homer Tunnel**, are largely complete, along with a new plant room. This will result in better monitoring of tunnel incidents and traffic on the eastern side of the tunnel. This work forms part of a Crown Infrastructure Partners (CIP) funded \$25 million safety upgrade of the 1.2km Homer Tunnel.

Underway or about to start

- Applications have been lodged for concessions and consents to build a new rock fall shelter at the eastern entrance to the Homer Tunnel.
- Design work continues for a new intersection to improve safety at the **SH93/SH1 intersection in Maitava**.

Funding overview

NLTP – OTAGO-SOUTHLAND	Investment in 2022/23	Forecast investment for 2021-24
Total	\$413 million	\$1.3 billion
Maintenance and operations	\$250 million	\$702 million
Public transport investment	\$30 million	\$94 million
Walking and cycling	\$22 million	\$75 million
Road to Zero (safety)	\$16 million	\$72 million
Network improvements	\$65 million	\$142 million

Ōtākou/Murihiku Otago/Southland

key projects 2021-24

23-EX-NLTP-001



Taranaki 2023 update

Creating a safe, resilient, and reliable transport network that supports Taranaki's export-based economy and growing communities is a key investment focus of the 2021-24 National Land Transport Programme (NLTP).

SH3 is relied on for regional connections and to the rest of the North Island. Significant works are planned to address safety issues on SH3 between New Plymouth and Hāwera, and the new Te Ara o Te Ata: Mt Messenger Bypass and safety improvements between Waitara and Bell Block will provide a more resilient, safer journey through to the Waikato region.

Alongside exports, tourism plays an important role in growing Taranaki's economy. The region's mountain, beaches and forests, together with events such as WOMAD and the Taranaki Garden Festival, are attracting growing numbers of visitors, making it a priority to provide safe, efficient, and reliable access to the region's attractions.

The programme of improvements for the Forgotten World Highway SH43 supports the region's economic development strategy Tapuae Roa: Make Way for Taranaki by making it easier and safer for people to experience this iconic journey.

Taranaki is now home to more than 117,000 people. Population growth pressures remain steady with the New Plymouth district classified as a high-growth area. South Taranaki is also seeing population growth. We are working with our partners to create a transport system that provides safe access for communities and encourages walking and cycling.

Improving the quality and reliability of the state highway network for the region, which carries a high volume of freight, is a key priority with \$102 million being invested in maintenance and operations this year.

Completed in the last 12 months

- A **950m stormwater pipe was installed along SH3**. The pipe will carry runoff from the new Princess Street roundabout once it's complete and help to address current flooding issues around Rahiri and Princess Street.
- A bumper **maintenance programme** was completed over the summer, significantly improving the safety and resilience of the state highway

network. Almost 10 lane kms of state highway were rebuilt, 10 lane kms were asphalted and 75 lane kms were resealed across 107 sites.

Underway or about to start

- Construction of the roundabout and pedestrian underpass at the **SH3/Princess Street intersection** started, with completion expected by the end of 2024. This is the first of four roundabouts being built as part of **Te Ara Tūtohu: SH3 Waitara to Bell Block** safety improvements.
- In late 2022, we consulted on proposed changes to speed limits on some sections of **SH3, SH3A, SH44 and SH45 across Taranaki**. Feedback is being considered and an update is expected soon.
- Construction of a **new bridge over Kahouri Stream**, east of Stratford on SH43, began in June 2023. The project is part of the programme of works, funded through Kānoa – Regional Economic Development and Investment Unit and the regional allocation of the NZ Upgrade Programme (NZUP).
- Enabling works for sealing the remaining 10km section through the **Tāngarākau Gorge on the Forgotten World Highway SH43** will be completed in 2023-24. Sealing of the remaining 10km is scheduled for the 2024-25 summer construction season.
- Consultation was completed and the design is now being refined on improvements to safety and access for pedestrians and cyclists at the intersection of **Devon Street West SH45, Belair Avenue and Bayley Street in New Plymouth**. Funded by Waka Kotahi, the project is being delivered by New Plymouth District Council.
- Work on **Te Ara o Te Ata: Mount Messenger Bypass** made good progress, completing a first full construction season. The project's innovative cableway was built and 190km of pest management tracks were created in surrounding ngahere.
- A feasibility study for safety improvements on **SH3A and SH3**, between Egmont Village and Hāwera, was completed. Work is underway to install sections of median barrier along the route by June 2024.
- Safety improvements for the **Forgotten World Highway SH43**, funded through the regional allocation of NZUP, continued with three roadside safety barriers, located near Toko, at Whangamomona, and Aukopae, installed during September and October 2022. Further barriers are currently being installed at other locations along the route.

- Safety improvements will begin soon on **SH3 between New Plymouth and Egmont Village**, including a new roundabout at the intersection of Mangorei Road and SH3 and sections of median barrier.
- Work to extend New Plymouth's **shared coastal walkway to Waitara** is scheduled to start later in 2023 at Otupaia/Marine Park.
- Designs for creating safe access points for pedestrians at two locations on SH3 in Stratford are being progressed.
- Design work for a **pedestrian crossing in Waverley**, south of Hāwera, is being progressed.
- A new raised pedestrian platform will be built on **SH45 at Spotswood College** to provide safer access for students.

Funding overview

NLTP - TARANAKI	Investment in 2022/23	Forecast investment for 2021-24
Total	\$204 million	\$573 million
Maintenance and operations	\$102 million	\$250 million
Public transport investment	\$5.3 million	\$15 million
Walking and cycling	\$3.3 million	\$23 million
Road to Zero (safety)	\$16 million	\$87 million
Network improvements	\$75 million	\$165 million

Taranaki

key projects 2021-24

23-EX-NLTP-001

Projects specifically funded by:

PGF	Provincial Growth Fund
NZUP	New Zealand Upgrade Programme



Waikato 2023 update

Waikato's significant contribution to the economic wellbeing of New Zealand underpins the importance of the region having a safe, accessible land transport system that is both reliable and resilient to move people and goods along inter-regional routes.

Waikato, Auckland and the Bay of Plenty form the 'golden triangle' – New Zealand's major growth area where 50 percent of our population lives, and where a significant proportion of our economic activity takes place.

The region has important road and rail connections to Tauranga and Auckland, connecting the three largest urban centres in the upper North Island, the two largest ports (Auckland and Tauranga) and the country's largest international airport in Auckland. A new 30ha inland port is under construction at Ruakura in Hamilton, with some businesses already operating from the site. Together with a 263ha industrial and logistics park, this will create New Zealand's largest integrated commercial hub. This makes reliable access to export markets critical when 40 percent of the nation's freight movements go into, out of, or through Waikato.

The completion of the 102km SH1 Waikato Expressway in July 2022 has reduced travel times between Auckland and Tirau by 35 minutes and has helped reduce the number of deaths and serious injuries along this corridor which has high traffic volumes and freight movements.

Road safety remains a significant issue in Waikato, with more than 20 percent of New Zealand's annual deaths and serious injuries occurring in the region. During the 2021–24 National Land Transport Programme (NLTP), we're focusing on speed management and infrastructure improvements to make journeys safer across the region.

Through the Future Proof partnership, we're working to develop a spatial plan and an integrated land use and transport programme for the Waikato region. We're also working with partners to implement the Hamilton Mode Shift Plan to grow the city's proportion of travel by public transport, walking and cycling.

Completed in the last 12 months

- The final 22km **Hamilton section of the Waikato Expressway** was completed, with the \$837 million section opened in mid-July 2022. The

Waikato Expressway improves safety and reliability and reduces travel times and congestion on SH1 by delivering a four-lane highway from the Bombay Hills south of Auckland to south of Cambridge.

- The new speed limit of 110km/h for the **Waikato Expressway** took effect from 13 July 2022.
- The final section of **Te Awa River Ride** was completed in late 2022 and a celebration event was held in March 2023. Te Awa shared path is a 65km route between Lake Karapiro and Ngāruawāhia and provides a safe and accessible shared path for communities and visitors.
- The new and safer \$14.6 million **SH30 Kōpaki Rail Overbridge** was opened to traffic in May 2023.
- Changes have been made to **SH3 Ōhaupō Road in Glenview** to support a new bus hub on Glenview Road and improve safety and connections for people who are walking and cycling.

Underway or about to start

- Safety improvements continue on **SH1 Cambridge to Piarere** – a further 1km of median barrier just south of Maungatautari Road was installed in January 2023, to prevent head-on crashes and reduce deaths and serious injuries.
- Working with Hamilton City Council, we're progressing the business case for the **Eastern Pathway School Link shared path**. This \$22 million investment will provide a safe cycling network for local schools and improve public transport priority. Pre-implementation funding has been approved.
- Safe and reliable access around the Coromandel is a high priority for the region. A number of bridges have been upgraded, improved or maintained, with work progressing on the replacement of the **SH26 Onetai Bridge and SH25 Pepe Bridge**.
- Work to complete a 110m bridge to reconnect **SH25A** after the effects of Cyclones Hale and Gabrielle is underway, with completion expected in March 2024.

Improving safety

As part of the delivery of New Zealand's road safety strategy, Road to Zero, we've identified two Waikato corridors and six intersections where safety improvements could make a big difference in saving lives:

- SH5 Tirau to Tārukenga corridor

- SH29 Piarere to SH28 corridor
- SH2 and SH27 intersection
- SH23 and SH39 intersection
- SH3 and Raynes Road intersection
- SH3 and SH4 intersection
- SH1 and Grey Street intersection
- SH1 Kahikatea Drive and Greenwood Street intersection

As part of the **speed management programme**, we consulted with the public in Nov-Dec 2022 on proposed changes to speed limits on SH24 Matamata, SH29 Te Poi to Tauriko, and SH29A Tauriko to Te Maunga. We're considering feedback from this consultation alongside existing information to finalise the interim plan.

Construction work is underway on safety improvements between **SH1/SH29 Piarere to SH5 Wairākei**, with median barrier sections currently under construction along a 4.24km section of road north of Maroa Road and Tram Road and a 6.86km section from Atiamuri Bridge to Thorpe Road.

The detailed design phase is progressing for safety improvements (including a median and roadside barrier) on **SH1 between Taupō Airport and Hātepe**. The existing 100km/hr limit will remain while safety barriers are being delivered.

Work to widen the road and install flexible median safety barriers and roadside barriers between Napier Road and Centennial Drive on the **SH1 East Taupo Arterial** was completed in April 2022. The next stage of improvement on the section between Centennial Drive and Wairākei is expected to start in late 2023.

Safety improvements continue for **SH1 Cambridge to Piarere**. Stage 2 has started which will see 4.24km of median barriers installed.

The NZ Upgrade Programme **SH1/SH29 intersection** project is progressing, with the roundabout construction tender process expected to be completed in August 2023, and construction to begin in October 2023.

Annual maintenance

We're spending \$840 million this NLTP period on maintenance of state highways and local roads across Waikato to provide safe and reliable access

and have completed a successful summer of annual maintenance and operations.

Funding overview

NLTP - WAIKATO	Investment in 2022/23	Forecast investment for 2021-24
Total	\$594 million	\$1.95 billion
Maintenance and operations	\$320 million	\$892 million
Public transport investment	\$35 million	\$127 million
Walking and cycling	\$9 million	\$43 million
Road to Zero (safety)	\$55 million	\$223 million
Network improvements	\$116 million	\$454 million

Waikato

key projects 2021-24

23-EX-NLTP-001



Key

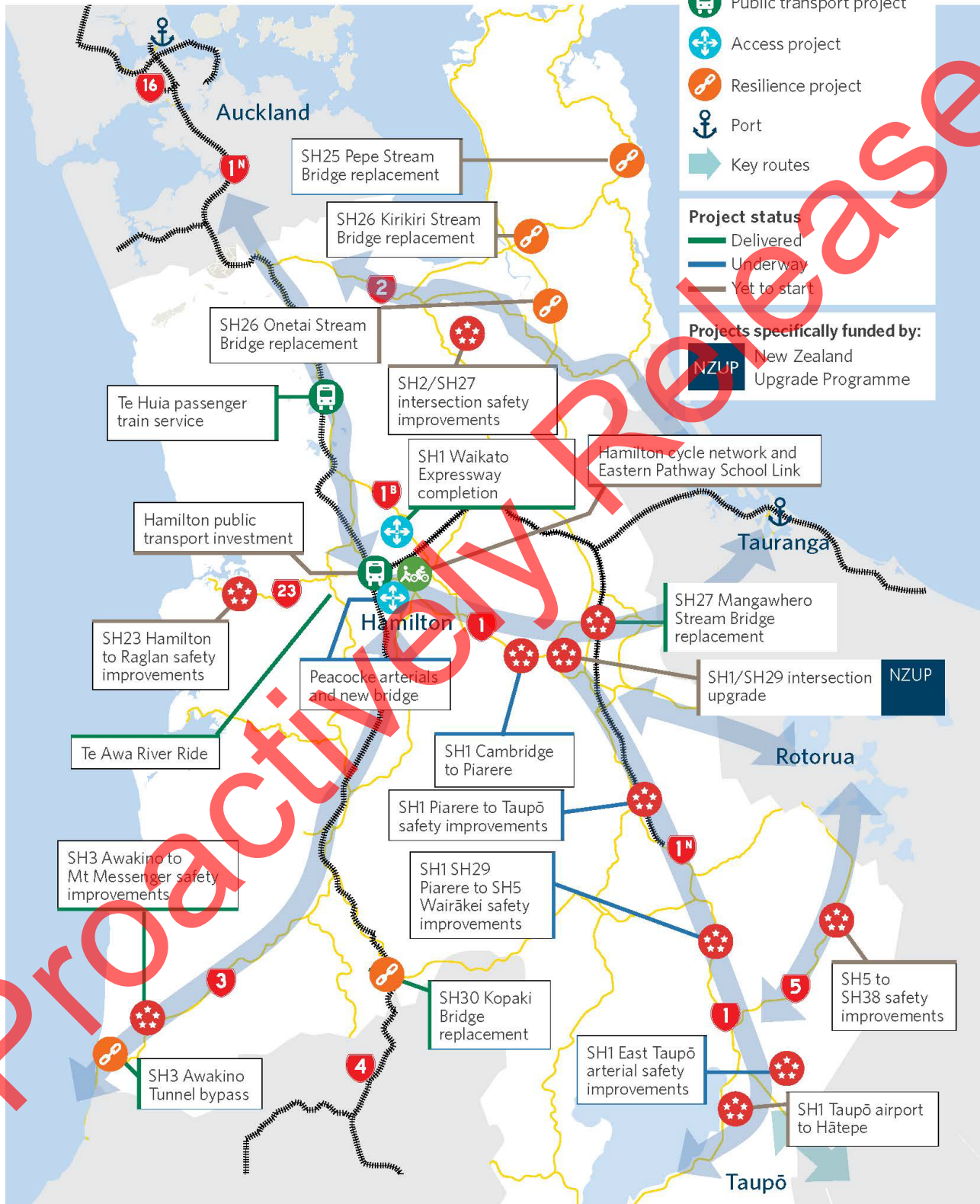
- Safety project
- Walking & cycling project
- Public transport project
- Access project
- Resilience project
- Port
- Key routes

Project status

- Delivered
- Underway
- Yet to start

Projects specifically funded by:

- New Zealand Upgrade Programme



Te Tai o Poutini – West Coast 2023 update

Maintaining safe, reliable road and rail freight connections is essential for the recovery of the West Coast after the region's main economic driver, tourism, was severely impacted by COVID-19.

Tourism was the region's fastest growing economic sector. However, global travel restrictions because of the COVID-19 pandemic greatly affected the local economy. As tourism bounces back on the West Coast, a safer and more resilient land transport system will support the journeys a resurgent tourism sector will bring, and provides good access to employment, education, training opportunities and essential services.

Investment in the region during the 2021–24 NLTP is being targeted at maintaining critical connections with the remainder of the South Island, improving preparedness in responding to extreme weather events, maintaining access to existing tourist locations and improving safety across the road and rail network.

The West Coast's dispersed settlement, relative isolation to neighbouring regions, vulnerability to adverse weather events, and mountainous coastal terrain, presents significant challenges in maintaining access along the length of SH6 - which forms a critical lifeline link between the region's communities. The highway is prone to closures from slips, rock falls, flooding and crashes.

Maintaining critical connections

A large proportion of our \$211 million investment on the West Coast during this current NLTP period will be spent on maintaining and operating the state highway and local road networks. This includes maintaining road condition, drainage and structures, and specific river and slope protection works.

It includes resurfacing 150 kms of local roads and 220 kms of state highways, placing 80,000 cubic metres of metal on unsealed roads and renewing 7500 metres of drains.

Significant investment is also planned for the two special purpose roads (Karamea and Jackson Bay Road) which will include bridge and culvert renewals, resurfacing work, and repairing damage from a rain event in February 2022.

There is an ongoing programme of work to improve freight connections on the West Coast which will enable larger trucks to access the region's primary produce and get goods to market. It also helps to improve safety. This programme includes upgrading and replacing some of the region's single-lane bridges, of which there are about 50 on the state highway network.

The current focus is on resilience at SH7 Stoney Creek and SH73 Kellys Creek and maintenance work that will improve heavy vehicle restrictions on SH73 McGrath's bridge and SH6 Coal Creek overbridge.

Improving preparedness for extreme events

The West Coast roading network is particularly susceptible to the impacts of extreme weather. The natural geographical constraints mean alternative routes are often not available and detours are long.

We are continuing to develop a **Transport Resilience Framework** to:

- improve our knowledge of risk and potential social and economic impacts, along with vulnerability maps to increase understanding and effectiveness of preventative maintenance
- increase preparedness through emergency response plans
- identify critical road connections
- increase staff capability and capacity to better manage disruptive events.

During this NLTP, we will continue to implement the framework by investigating the best use of resilience investment along SH7 Lewis Pass and SH73 Arthur's Pass to strengthen alternative links to Canterbury and the freight hubs at Christchurch International Airport, Lyttelton Port and Midland Port, at Rolleston.

SH6, connecting to Nelson in the north and Otago in the south, is prone to flooding and slips, particularly south of Hokitika where there is a limited network of local roads to provide reliable detour routes. During this three-year period, we'll look to improve our emergency response plans and investigate the most effective ways to provide real-time information for customers.

Maintaining access

At Franz Josef, we're continuing to work with our partners to maintain access to the glacier and the town. A major flood in March 2019 caused significant

damage to the glacier access road and destroyed the SH6 Waiho Bridge. In the long-term there are ongoing risks and uncertainties relating to the future of the glacier, an increased flood risk with the Waiho/Waiau River, the rising riverbed caused by sediment pattern changes and the town's proximity to the Alpine Faultline. We're working to investigate the most sustainable way to provide access that aligns with the Franz Josef Future Plan.

Improving safety

On SH7 we have completed safety improvements in Springs Junction, upgrading the thresholds into town and installing a speed feedback sign. On SH6, we plan to invest in the design, and start construction on several safety improvements, including new signage and road markings, wider centrelines and installing safety barriers at high-risk locations between Inangahua Junction and Charleston.

Other safety improvements underway include improving access to the Roaring Billy carpark with the Department of Conservation and various cycling safety projects, including an upgrade to the existing pedestrian refuges on SH6 Fitzherbert Street in Hokitika.

Completed in the last 12 months

- We've improved safety on **West Coast bridges**, completing a programme of investment to upgrade guardrails to prevent run-off crashes that often result in deaths and serious injuries. Major guardrail safety improvements have been completed on the Mikonui, Wanganui, Moeraki and Whakapohai bridges on SH6 in South Westland using the regional funding package of the NZ Upgrade Programme. Tartare bridge also includes a new cycleway clip on.

Underway or about to start

- We are planning for the replacement of **SH7 Stoney Creek Bridge**.
- Through the **2021-24 Rail Network Investment Programme**, five West Coast rail bridges, four of which are on the critical Midland Line connecting the West Coast to the rest of the rail network, will be replaced and two others strengthened. SH73 Goat Creek railway bridge is currently being worked on.

Funding overview

NLTP – WEST COAST	Investment in 2022/23	Forecast investment for 2021-24
Total	\$63 million	\$211 million
Maintenance and operations	\$58 million	\$182 million
Public transport investment	\$281,000	\$701,000
Walking and cycling	\$151,000	\$2.8 million
Road to Zero (safety)	\$1.4 million	\$6 million
Network improvements	\$1 million	\$12.8 million

Te Tai o Poutini West Coast

key projects 2021-24

23-EX-NLTP-001



Te Taihu – Top of the South 2023 update

Because of major wet weather events in the region, the focus for Te Taihu – Top of the South has been on restoring roads in Marlborough, Nelson and Tasman. This included resilience work on SH6 between Blenheim and Nelson and SH63 the alternate route. Both state highways were damaged in 2022.

Population growth and urban development are putting pressure on the Nelson and Tasman urban transport network.

Our focus of the 2021-24 National Land Transport Programme (NLTP) is on delivering better transport choices in Nelson and Richmond with improvements to both cycling and the public transport network to support intensification.

A key piece of this work is the **Nelson Future Access** project detailed business case. Broadly, this work looks at the Rocks Road and Waimea Road corridors and the ability to get people and freight in and out of Nelson safely and efficiently. The endorsed business case also looks to improve the land transport links with Nelson Port, ensure safer and more accessible facilities for people choosing to walk or cycle, and review public transport improvements to maximise the transport network's efficiency.

Work continues managing the growth around Richmond to use the existing network more efficiently, through the endorsed **Richmond Transport Programme Business Case**.

Nelson

Nelson City Council and Tasman District Council are focused on improving their shared public transport service, with new e-buses and more routes across the Tasman region, and to the airport.

The **Nelson Future Access** project considers opportunities to create better transport links between Nelson Port and Annesbrook for all transport modes, including the Rocks Road shared walking and cycling pathway.

Investment in public transport in Nelson and Richmond will improve services both within and between the two centres, while extending the Nelson cycleway between Annesbrook and Tāhunanui will provide better access for those who cycle.

Completed in the last 12 months

- Following a seven-week closure of SH6, which sustained significant storm damage in August 2022, access was restored. Four sites needed extensive repair and 32 culverts were replaced to make the highway more resilient in future storms.

Tasman

Managing growth and expansion from urban development, improving safety and developing alternative transport choices, particularly cycling and public transport facilities, are the focus for the Tasman district.

Completed in the last 12 months

- Engagement was completed and endorsement provided by Waka Kotahi and Tasman District Council for the **Richmond Transport Programme Business Case**, which looks to address Richmond transport needs in the next 30 years. It focuses on making Richmond a safer and more reliable place to travel around by offering everyone improved transport choices.

Underway or about to start

- As part of the short-term programme for the Richmond Transport Business Case, we are working to extend the designation of **Hope Bypass**.

Marlborough

Completed

- A section of **SH63 between Renwick and Saint Arnaud** was repaired after being damaged from severe weather in August 2022, including significant repairs following a washout of the Branch River Bridge.

Underway or about to start

- Continued **investment in walking, cycling and public transport** across the Top of the South is helping to provide alternative travel options and help improve environmental outcomes.

- The purchase of new ferries by KiwiRail and subsequent **Picton Ferry Terminal redevelopment** brings opportunities to better connect the ferry precinct with Picton town centre and create better connections for state highway journeys. We're a partner in this project, working with KiwiRail, Te Ātiawa o te Waka ā Māui Trust, Ports of Marlborough and Marlborough District Council.
- Working with Marlborough District Council on **repairing many roads within the region** that were damaged by weather events in 2021 and 2022.
- Investigations are underway for intersection upgrades between **Woodbourne and Springlands on SH6**.
- Working with KiwiRail and other partners on the **Inter-Island Resilient Connection** project (iRex).

Regional development

Keeping the land transport system well-maintained is a large part of the annual investment from the National Land Transport Fund in the Top of the South. This work is to ensure the transport system is safe, more reliable and easier to use, helping keep communities connected while supporting economic growth.

The Picton Ferry Terminal redevelopment project represents a transformational investment in critical infrastructure that is expected to generate significant tourism, economic and environmental benefits.

The Nelson Future Access project considered how to get people and freight, safely and efficiently, in and out of Nelson. It will also look to improve land transport links with Nelson Port, ensure safer and more accessible walking and cycling facilities, and review public transport.

We continue to work with Nelson City and Tasman District councils to identify how to use the transport network more efficiently, in response to concerns about increasing congestion around growth areas, such as Richmond. This is part of the focus of the endorsed Richmond Transport Programme Business Case.

Environment

Climate change is affecting the resilience of the region's land transport system as a freight corridor and in providing reliable connections to communities.

Continued investment in walking, cycling and public transport across the Top of the South is helping to provide alternative travel options and help improve environmental outcomes.

Funding overview

NLTP – TOP OF THE SOUTH	Investment in 2022/23	Forecast investment for 2021-24
Total	\$192 million	\$507 million
Maintenance and operations	\$177 million	\$429 million
Public transport investment	\$4 million	\$15 million
Walking and cycling	\$2.4 million	\$16 million
Road to Zero (safety)	\$3.2 million	\$21 million
Network improvements	\$2.3 million	\$17 million

23-EX-NLTP-001

