

STATE HIGHWAY & LOCAL ROAD IMPROVEMENTS ACTIVITY CLASS OVERVIEW

This document provides further detail on the State Highway and Local Road Improvements activity class in the Government Policy Statement on land transport (GPS) 2021.

BACKGROUND

Road improvement activities are investments in improving the capacity, usage or level of service on existing local roads.

The primary purpose of the activity drives the allocation of the investment to an activity class. The multi-modal approach should be applied when considering options and alternatives. Where the additional level of service is secondary within an improvement project, the associated costs should be allocated to the project's activity class.

WHAT HAS CHANGED

There are limited changes in the GPS 2021 that impact the State Highway and Local Road activity classes. Some points to note are:

- **Road to Zero** – Activities currently undertaken within the state highway and local road activity classes that relate to safety improvements on high risk corridors and intersections may be reclassified.
- **Other safety activities** – Other safety improvements undertaken outside of the Road to Zero activity class.
- **Travel Demand Management (TDM)** – The GPS indicates that TDM does not have its own separate activity class, recognising the TDM should be considered as part of other activities and investments as well as being their own standalone initiatives. TDM will be considered as part of programme and activity level business cases and then funded from the most appropriate activity class.
- **Associated improvements** - Associated improvements are to be reinstated and expanded to consider all transport modes for the 2021–24 National Land Transport Programme (NLTP).

Road to Zero

Activities that are currently being undertaken within the state highway and local road activity classes that relate to safety improvements on high risk corridors and intersections may be reclassified to the Road to Zero activity class for the 2021-24 NLTP.

For activities to be funded as Road to Zero – Safety Infrastructure they will need to be:

- included as part of the Road to Zero Speed and Infrastructure programme
- if they are not included within the programme, they will need to revisit their completed point of entry to consider if the activity is aligned to the Road to Zero model and the impact the new activity will have on existing activities within the programme.

Other Safety Activities

Activities with safety benefits that do not target high risk corridors and intersections can still be funded through other activity classes, such as State Highway and Local Road Improvements.

Travel Demand Management

Under GPS 2021, Travel Demand Management (TDM) does not have its own separate activity class. Instead TDM will be considered as part of programme and activity level business cases and then funded from the most appropriate activity class.

TDM is referenced in the GPS 2021 in the Statement of Ministerial Expectations. This section directs Waka Kotahi to be innovative in its own business and in collaboration with others to deliver transport innovation including pilots, street design, travel demand management and testing new technologies where 'they can make a meaningful contribution to the objectives of this GPS'.

TDM is part of creating an integrated transport system and can help influence how people travel (e.g. by mode, time, frequency, route) or even if they travel at all.

Ongoing TDM activities will form part of the Public Transport or Maintenance, Operations & Renewals continuous programmes. These programmes will need to be attached as a supporting document to the programme submission - [guidance is on our website](#) - and the costs included under either work category 524 (for Public Transport) or 151 (for maintenance programmes).

The GPS expects that demand management initiatives (including promotional activities) will be developed as part of transport planning and business case processes and then funded from the most appropriate activity class.

The majority of TDM step change activities may be funded through the Low Cost Low Risk programme, if the individual activities are below \$2 million, or progressed as a component that supports investments in other improvement activities. Standalone TDM activities over \$2 million will require a standalone business case.

Associated improvements

Associated improvements are to be reinstated and expanded to consider all transport modes for the 2021–24 NLTP. An associated improvement is defined as:

'Improvement activities that are completed in conjunction with programmed renewals. The renewal must be the primary reason for the works being completed'

You should consider how you can best align your renewals to any necessary improvements works and whether these associated improvements provide better value for money than existing projects within your Low Cost Low Risk programme.

To ensure associated improvements deliver value for money, and align with the GPS 2021, these improvements can only be considered for:

- Seal width improvements carried out in conjunction with road renewals, if the main benefit is to either least-cost maintenance treatment, improve safety or meet the customer level of service for the road's functional classification.
- Minor drainage improvements, if the improvement is necessary to mitigate the frequency and risk of closure to a level of service appropriate for its functional classification.
- Changes in the configuration of the general layout of road, footpath or public transport facilities to include new minor traffic management equipment, amended layout and facilities to meet the customer levels of service (all modes) for the functional classification.

The following rules are in place for associated improvements to ensure costs are manageable and that they provide value for money:

- The renewal must be the primary reason for the substantive works.
- Improvements must be charged in full to the Low Cost Low Risk work category and the appropriate activity class.

- Improvements may exceed \$2 million by exception in consultation with your Waka Kotahi Investment Advisor and through seeking appropriate delegated approval.
- The total cost of the associated works must not exceed 20% of the cost of the renewals work.
- Associated improvements must be added to the Low Cost Low Risk programme when they are identified. However, you need to remain within your allocated funding for the Low Cost Low Risk programme. Any associated improvements completed that result in you exceeding your allocated Low Cost Low Risk funding will not be funded by Waka Kotahi.