

# NEW ZEALAND UPGRADE PROGRAMME – TRANSPORT



New Zealand  
Upgrade  
Programme



 **WAKA KOTAHI**  
NZ TRANSPORT  
AGENCY

New Zealand Government



# Foreword

## The New Zealand Upgrade Programme will invest \$6.8 billion to get our cities moving, save lives and boost productivity.

The New Zealand Upgrade Programme reflects the Government's balanced transport policy with \$6.8 billion being invested across road, rail, public transport and walking and cycling infrastructure. Our Government's careful management of the books means that we have this opportunity to upgrade the transport infrastructure in our six main growth areas - Auckland, Waikato, Bay of Plenty, Wellington, Canterbury and Queenstown. The package provides for more frequent and better public transport and building safe, new walking and cycling paths. It also builds vital roads to speed up travel times and unlock housing developments, and invests in rail to make our roads safer by taking trucks off them. We're giving families across New Zealand real choices in how they travel to work, home, education and play.

There is over \$1 billion being spent on rail upgrades in Auckland and Wellington in this programme, bringing the total this Government has committed to revitalising rail to around \$4 billion. We have to invest in our rail network to be able to cope with New Zealand's growing freight volumes. Freight is expected to increase by 55 per cent by 2042. Freight carried by rail not only reduces wear and tear on our roads, it reduces carbon emissions by 66 per cent. Building alternative transport options for people and freight is a vital part of achieving the Government's goal of net zero emissions by 2050.

Safety is a big focus of these projects. Our new state highways will be built to a high standard to prevent deaths and serious injuries. The safety upgrades planned for existing roads will also play a big role in getting commuters home safely in the Waikato, Wellington and Canterbury. Investing in separated walking and cycling infrastructure will keep walkers and cyclists safe, as well as helping make our roads safer by reducing the numbers of cars on our roads.

The Programme recognises the importance of reliable freight routes to get goods to market, develop new business opportunities and support economic growth. Upgrades in Canterbury, Central North Island freight hubs and the Upper North Island will help boost productivity and give workers safer routes to move goods.

The New Zealand Upgrade Programme will be delivered over the next decade and provides the guaranteed, fully-funded pipeline of work that industry have been calling for. It will create 800 to 1000 direct new jobs in our civil construction industry as the first five projects get underway in the next 12 months, and 7000 to 9000 direct opportunities for our wider supply chain. This will give the sector the certainty to invest in the workforce, upskill and train more apprentices. I'm proud that our Government's new investments in roads and rail will help future proof the economy, get our cities moving, and make our roads safer.

**Hon Phil Twyford**  
**Minister of Transport**





**AUCKLAND PACKAGE**  
**\$3.48 BILLION**

- SH1 Papakura to Drury South improvements
- Northern Pathway
- Auckland rail package
- Penlink
- Mill Road

**NORTHLAND PACKAGE**  
**\$692 MILLION**

- SH1 Whangārei to Port Marsden

**WAIKATO & BAY OF PLENTY PACKAGE**  
**\$991 MILLION**

- SH1/SH29 intersection
- Tauranga Northern Link
- SH2 Te Puna to Ōmokoroa

**WELLINGTON PACKAGE**  
**\$1.35 BILLION**

- SH58 safety improvements
- Melling interchange
- Ōtaki to north of Levin (Ō2NL)
- Wellington rail package

**CANTERBURY PACKAGE**  
**\$159 MILLION**

- Brougham Street improvements
- Rolleston access improvements
- SH75 Halswell Road improvements
- West Melton improvements
- SH1 Walnut Avenue intersection improvements
- SH1 Tinwald corridor improvements

**QUEENSTOWN PACKAGE**  
**\$90 MILLION**

- SH6A corridor improvements
- Ladies Mile corridor improvements
- SH6 Grant Road to Kawarau Falls improvements

# SH1 Whangārei to Port Marsden – safer connections



This new transport corridor to the south of Whangārei will save lives and provide a more resilient route to support regional growth.

As part of the wider Whangārei to Te Hana programme, this new corridor supports population, tourism and economic growth in Northland, as well as strengthening the region’s transport links with Auckland.

It is part of a package of works in Northland to provide the strategic link between Auckland and Whangārei. This includes the Ara Tūhono – Pūhoi to Wellsford project, which is already under construction; the second section of this project, from Warkworth to Wellsford, that is currently going through the consenting phase; and the improvements at the State Highway 1 (SH1) and Loop Road intersection which includes a short section of four-laning as an early deliverable for the new highway. Together, these projects will improve safety, build greater resilience into the transport system and improve access into Northland.

The NZ Upgrade Programme will see \$692 million spent on a new 22km four-lane corridor from Whangārei to Port Marsden, with a separated shared walking and cycling path.

More than 100 people have died or been seriously injured during the last five years on SH1 between Whangārei and Te Hana, the worst section being between Whangārei

and the Port Marsden turn-off. The majority of these crashes involved drivers crossing the centreline and colliding with oncoming traffic.

Safety improvements planned for this section of SH1 under the Safe Network Programme will still be required, with the existing corridor continuing to be an integral part of Northland’s transport system.

Northland’s population grew faster than any other region, by 27,000 or 18%, as a result of growth overflow from Auckland. Tourism and freight are key drivers for economic growth in the region, tourism contributing about \$1 billion annually and 2 million tonnes of freight being moved between Northland and Auckland.

Road closures as a result of crashes have impacted on Northland’s economic growth, as many detour routes are unsuitable for freight vehicles.

The new corridor will provide for safer, easier and more reliable journeys for everyone. To support growth south of Whangārei and provide greater choice in the way people move, we will investigate using two lanes along sections of the new corridor to prioritise public transport, vehicles carrying multiple people and/or freight.



IMPROVING SAFETY



SUPPORTING ECONOMIC GROWTH



IMPROVING FREIGHT CONNECTIONS



ENHANCING WALKING AND CYCLING



IMPROVING PUBLIC TRANSPORT



SUPPORTING URBAN DEVELOPMENT

**BENEFITS**

- Improves safety
- Enables regional growth
- Improves resilience

**SCOPE**

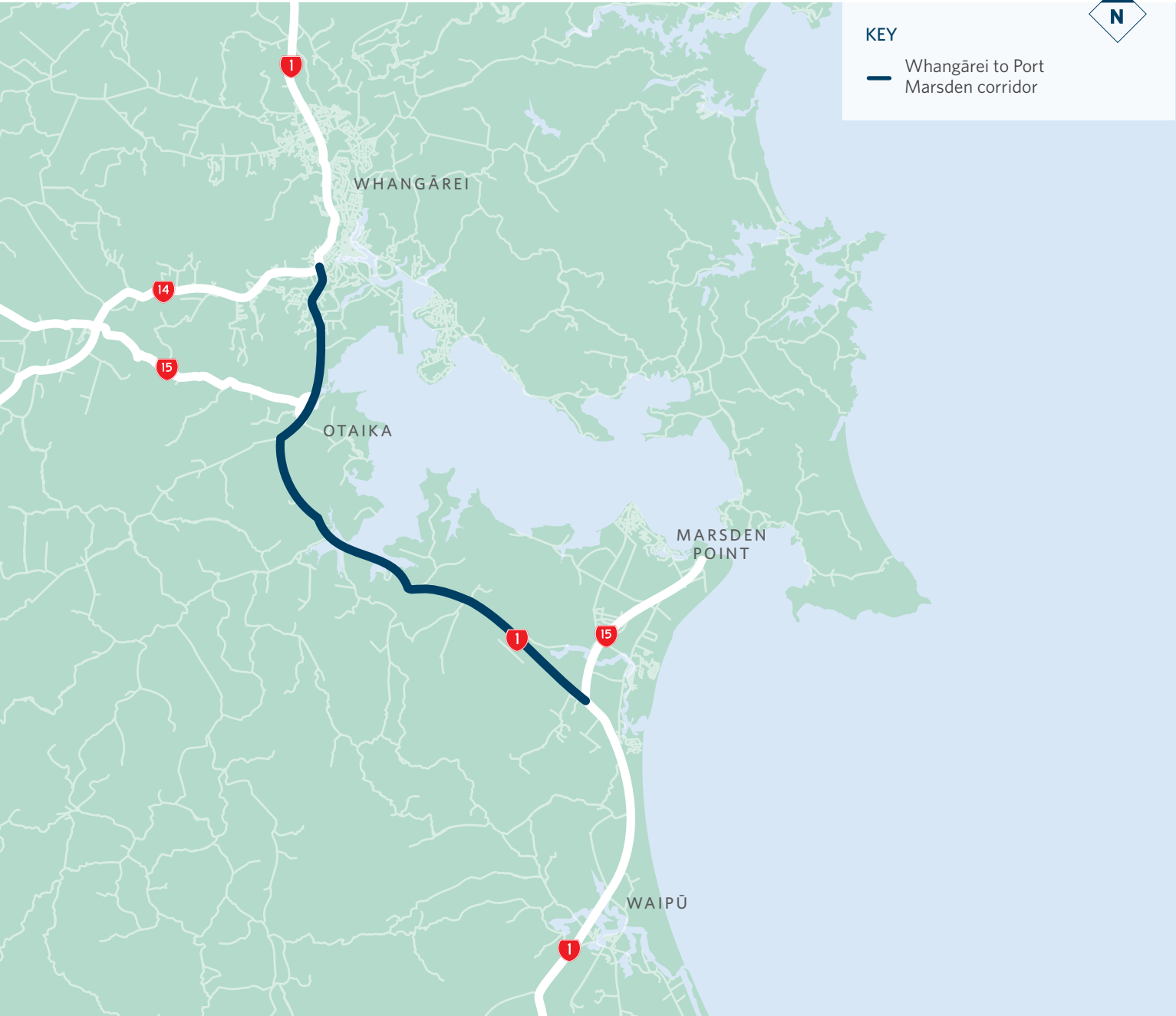
- New 22km corridor with four lanes
- Separated walking and cycling shared path

**COST**

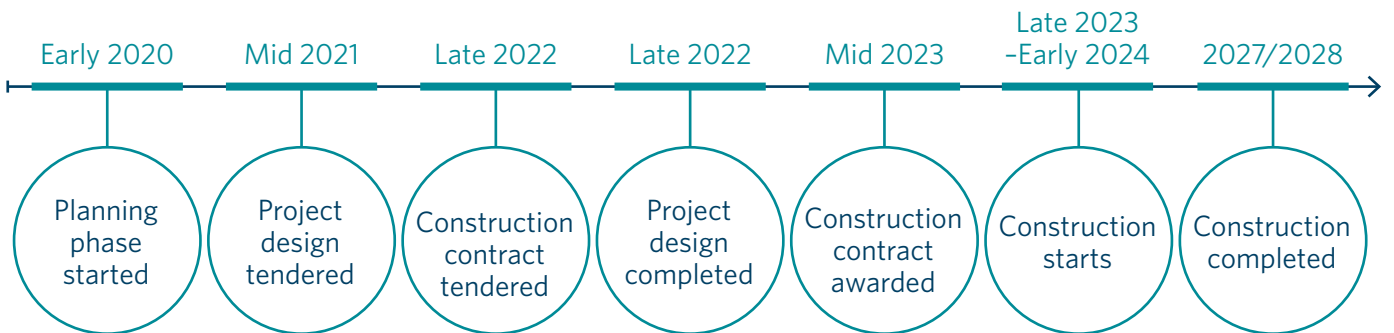
\$692 million

**PROGRAMME**

- Construction starts – 2023/2024
- Opening in stages – from 2025/2026



**PROJECT TIMELINE**



# AUCKLAND



The \$3.48 billion NZ Upgrade Programme for Auckland delivers on the Government's commitment to support the transformation of Auckland's transport system to manage growth.

Seven walking and cycling, public transport and roading projects are being accelerated to better connect new and existing communities to the south and north of the city, and deliver a substantial change in providing safer, more accessible and sustainable travel choices that support growth.

This includes developing the first walking and cycling connection across Waitematā Harbour and along the harbour to Takapuna, providing commuters with real choice on how they travel through the city. It is a critical link in the region's transport system, providing an important missing link in Auckland's Cycle Network and a great new facility for both residents and tourists.

More than \$1 billion investment will be spent improving passenger and inter-regional freight services, helping make rail a preferred way of travel for communities to the south of Auckland. A new rail track will be built between Wiri and Quay Park, new stations developed at Drury and the rail network electrified through to Pukekohe. Importantly, this investment will also provide additional capacity for the new

City Rail Link and supports the new commuter service being developed from Hamilton to Auckland.

The new Mill Road and Penlink transport corridors, being built to the south and north of Auckland, respectively, as well as improvements on State Highway 1 between Papakura and Drury, will also support growth. All three projects include shared walking and cycling paths, providing important connections through to recently completed sections of the city's walking and cycling network, and more frequent and improved public transport services. This will provide residents with choice on how they move about these communities and access employment opportunities, as well as building safety and resilience into Auckland's transport system.

North of Auckland, at Silverdale, Wainui, Dairy Flat, Orewa, and Whangaparāoa Peninsula, the population will grow three-fold, creating 21,000 new jobs. Penlink will support this growth by providing new travel choice options to and from these areas for residents and businesses, including express public transport services.





1



PENLINK

1



NORTHERN PATHWAY

18

16

20

1

NEW



WIRI TO QUAY PARK RAIL CORRIDOR IMPROVEMENTS

20A



MILL ROAD

NEW



PAPAKURA TO PUKEKOHE RAIL LINE ELECTRIFICATION

SH1 PAKAKURA TO DRURY IMPROVEMENTS



NEW



DRURY RAIL STATIONS

22

1

# Penlink – planning for growth north of Auckland



SUPPORTING URBAN DEVELOPMENT



ENHANCING WALKING AND CYCLING



IMPROVING PUBLIC TRANSPORT



BUILDING NETWORK RESILIENCE

Penlink, a new transport link between State Highway 1 (SH1) and Whangaparaoa Peninsula north of Auckland, is part of Auckland's Supporting Growth Programme.

It will open up access to new residential and employment areas, offer increased travel choice with new public transport and walking and cycling options, and help build greater resilience into the transport system.

Providing better access and more reliable journeys for those living in the region, the new 7km, tolled two-lane highway will support growth to the north of Auckland, where the population is expected to grow by about 106,000 during the next 30 years and where more than 21,000 jobs will be created.

A separated, shared walking and cycling lane adjacent to the new state highway will provide travel choice for those living or visiting the peninsula.

The estimated \$411 million investment from the NZ Upgrade Programme for this project will link Whangaparaoa Peninsula to the Northern Motorway (SH1) at Redvale. This link will be a new interchange overbridge with south-facing ramps to access Auckland. Penlink will provide better access to employment for peninsula residents.

**BENEFITS**

- Enables urban growth
- Provides travel choice
- Improves resilience

**SCOPE**

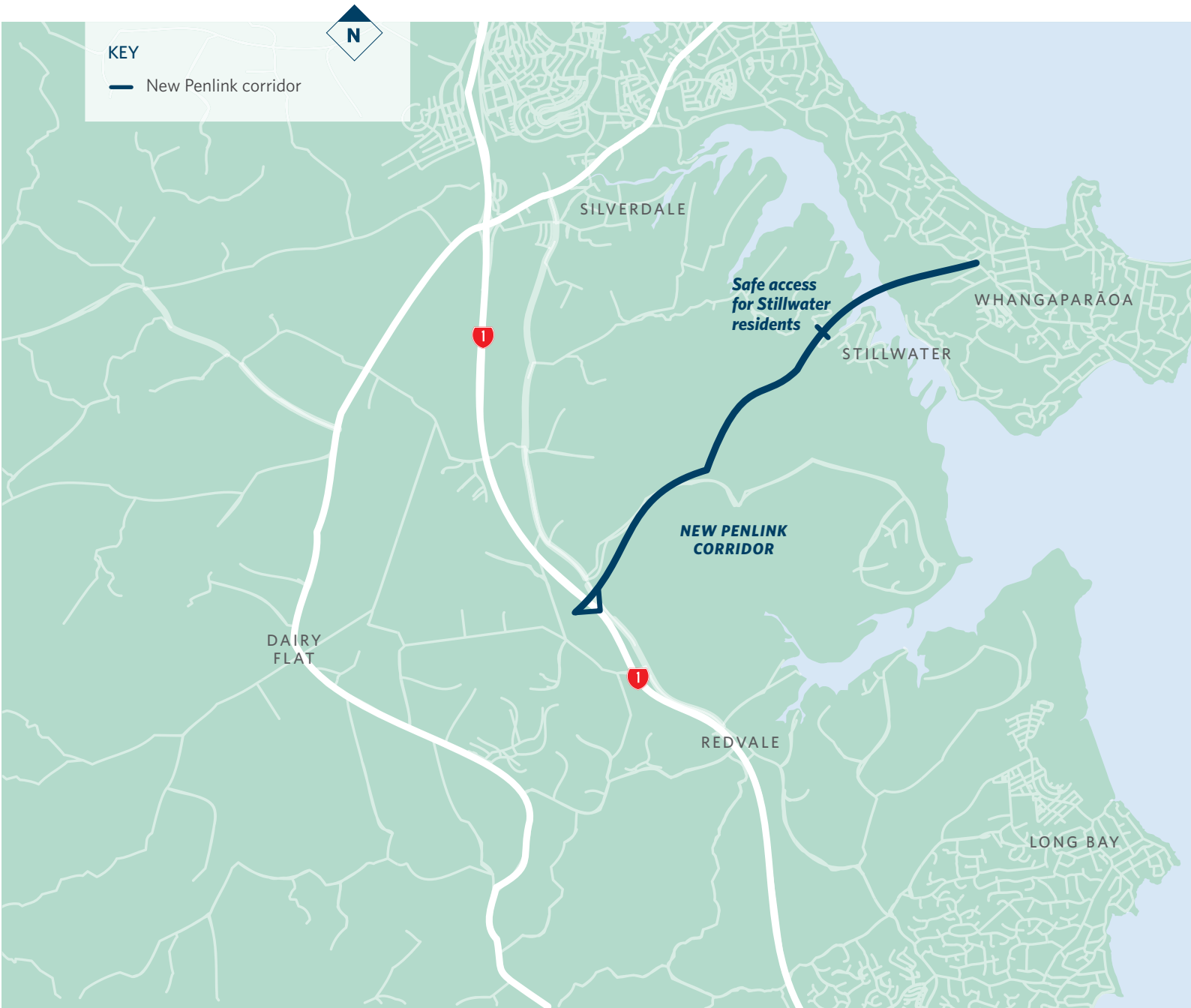
- New 7km corridor with two lanes and tolled
- Separated walking and cycling shared path

**COST**

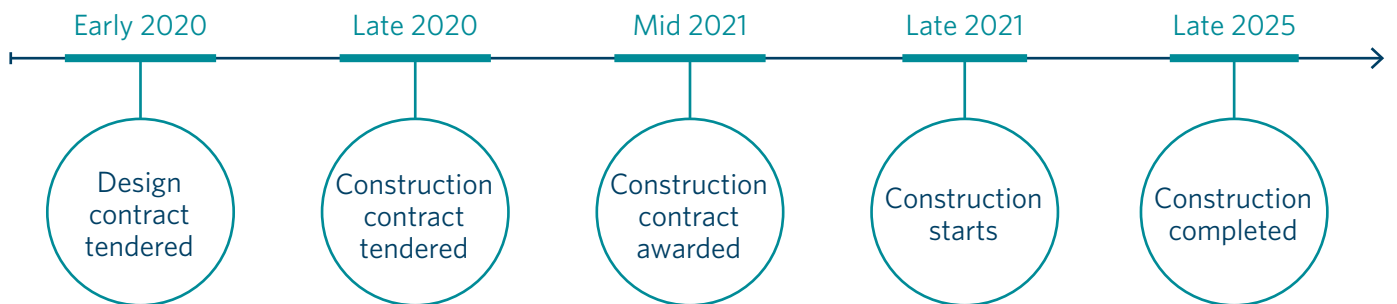
**\$411 million**

**PROGRAMME**

- Construction starts – late 2021
- Opening – late 2025



**PROJECT TIMELINE**



# Mill Road – new connection from Manukau to Drury South



Mill Road will provide a safer, more reliable and accessible transport corridor to support residential and employment growth in south Auckland.

Part of Auckland's Supporting Growth Programme, Mill Road is an additional route from Manukau to Drury. It will provide better access for the 120,000-plus people who will make Auckland's southern suburbs their home during the next three decades.

The new 21.5km corridor, running parallel to State Highway 1, will be built before the end of this decade, providing residents with a safer way to move between the communities of Manukau, Manurewa, Papakura and Drury. The new four-lane corridor with separated walking and cycling facilities will ensure better access to employment opportunities and provide residents with more reliable public transport services.

The NZ Upgrade Programme provides an estimated \$1.354 billion to complete all stages of Mill Road. Work will begin now on property purchase and the planning and design for the alternative route. Construction is expected to start late 2022.

The development upgrades the existing two-lane sections of Mill Road to four lanes, connecting through to the new sections of the corridor being built across greenfield sites. These new sections connect to Drury through Opaheke and Papakura. The project includes an interchange overbridge at Drury to connect safely with SH1.

The new corridor will build greater resilience into Auckland's state highway network by helping to manage the high demand on SH1. Mill Road will provide a safe, easy-to-use alternative route for local trips, helping to reduce traffic volumes on SH1 and, keep inter-regional travel and freight moving to support economic growth.



SUPPORTING URBAN DEVELOPMENT



BUILDING NETWORK RESILIENCE



ENHANCING WALKING AND CYCLING



IMPROVING PUBLIC TRANSPORT



IMPROVING SAFETY

**BENEFITS**

- Enables urban growth
- Improved resilience
- Improved safety

**SCOPE**

- New 21.5km corridor with four lanes - two managed
- Separated walking and cycling facilities
- Improved public transport

**COST**

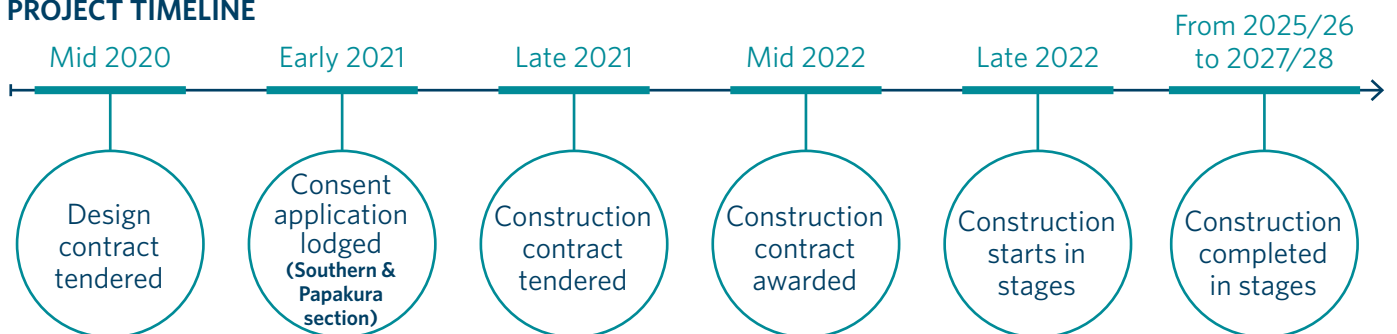
\$1.354 billion

**PROGRAMME**

- Staged Construction starts - late 2022
- Opening in stages - from 2025/2026



**PROJECT TIMELINE**



# Papakura to Drury South – improvements to support growth



Travel on State Highway 1 (SH1) between South Auckland and the city centre will be safer and more reliable for commuters with a range of improvements between Papakura and Drury South to support significant residential and employment growth in South Auckland.

The project, part of Auckland's Supporting Growth Programme, will provide better travel options, with upgraded rail capacity, new walking and cycling facilities and improved highway access and safety.

With an additional 120,000 people expected to live in the area over the next 30 years, these improvements will provide greater choice for how people in the local area travel to work, access local services or connect with family and friends.

The NZ Upgrade Programme will provide an estimated \$423 million to fund improvements on SH1 between Papakura and Drury South to improve travel reliability. This will connect with the improvements we have just completed on the Southern Corridor, extending the highway to six lanes.

This project includes building a third lane – in each direction – along 6kms of the existing highway, upgrading the Drury interchange, and widening three bridges to accommodate

the extra traffic lanes. This project also allows for planned improvements to the adjacent rail line – the new stations at Drury and electrification of the rail line from Papakura to Pukekohe.

In conjunction with these corridor improvements, the SH1 corridor upgrade will be extended from Drury to a new Drury South interchange, connecting SH1 with Mill Road. This further corridor upgrade will include a third lane in each direction, along with an extension of the separated shared walking and cycling path to connect through to facilities on Mill Road.

A separated shared walking and cycling path will also be built adjacent to the highway, along the northbound lane, to link in with the city-wide network being developed.

We will also investigate opportunities for a dedicated public transport lane and/or for use by vehicles carrying multiple people.



SUPPORTING URBAN DEVELOPMENT



ENHANCING WALKING AND CYCLING



IMPROVING PUBLIC TRANSPORT

## BENEFITS

- Enables urban growth
- Separated walking and cycling facilities
- Improved public transport
- Improved resilience

## SCOPE

- A third lane in each direction
- Interchange improvements
- Shared walking and cycling path
- Allow for future dedicated public transport services

## COST

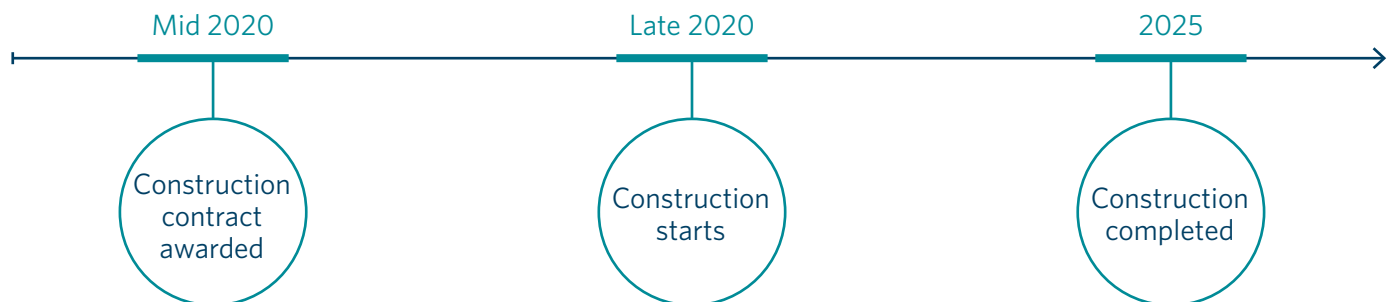
\$423 million

## PROGRAMME

- Construction awarded – mid 2020
- Construction starts – late 2020
- Construction completion – late 2025



**PROJECT TIMELINE**



# Northern Pathway – new walking and cycling link



Auckland’s first walking and cycling connection across the Waitematā Harbour provides one of the critical links in completing the city’s walking and cycling network.

Once completed, the project which includes extending the shared path along the harbour to Takapuna, will enable Aucklanders and tourists to enjoy a city-wide network of walking and cycling facilities.

The NZ Upgrade Programme is providing \$360 million to build the new shared walking and cycling facility between Westhaven in the city, across Waitematā Harbour and through to Esmonde Road, with connections to Northcote and Takapuna. It will cross the Waitematā Harbour alongside the Harbour Bridge, at the same level as the traffic lanes before landing on the northern side of the harbour where the shared path will run adjacent to the Northern Motorway (State Highway 1) to Takapuna.

With other work planned and underway, it will link into shared facilities that extend from Northcote through to Albany. From the city, the network links through the CBD to Grafton Gully to the Northwestern Motorway and Waterview, and then south to Manukau

and Auckland Airport. It will connect to the shared path running through the eastern suburbs to Tamaki.

Building this missing link in the network will provide real choice for how Aucklanders on both sides of the harbour access work, services, facilities and enjoy recreation opportunities.

The shared path is part of the Auckland’s Better Travel Choice Mode Shift Plan which aims to provide better access and greater choice for residents to adopt new ways to move about the city. This is important with Auckland’s population expected to increase by up to one million in the next 30 years.

This project will help ensure people don’t have to continue to rely on private vehicle use. It provides an important link across the harbour and opens up a safe network of shared paths for people to move easily about on foot or by bike.



ENHANCING  
WALKING AND  
CYCLING



MORE RELIABLE  
COMMUTER  
TIMES



TOURISM

## BENEFITS

**Improved walking and cycling facilities**

**More reliable commuter journeys**

**Tourism**

## SCOPE

**2km shared path built over the Harbour Bridge**

**3km of shared path from Northcote to Esmonde Road (Takapuna)**

## COST

**\$360 million**

## PROGRAMME

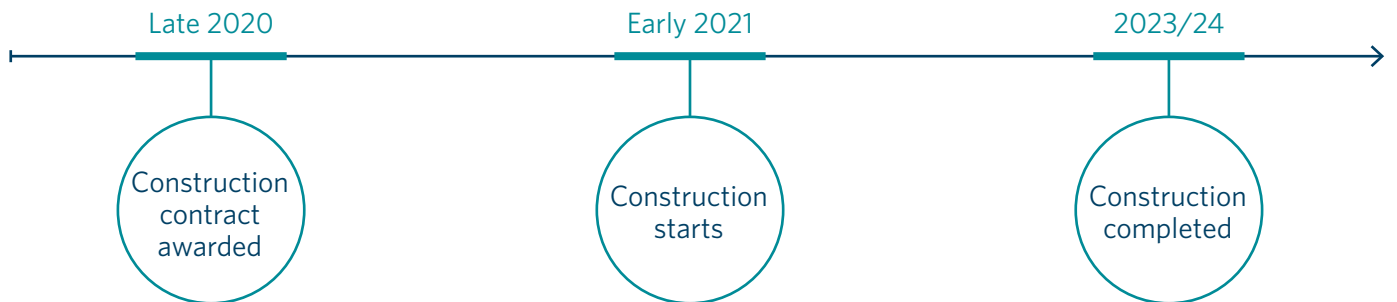
**Construction starts – early 2021**

**Construction completed – 2023/2024**





**PROJECT TIMELINE**



# Auckland rail – supporting urban and economic growth

About \$1 billion is being invested in rail in the Auckland area to improve passenger and inter-regional freight services.

The NZ Upgrade Programme will provide funding for three projects that support growth – the extension of the electrified rail network from Papakura to Pukekohe, two new stations at Drury and a third line between Wiri and Quay Park (central Auckland).

South Auckland is expected to be home to an additional 120,000 people and provide another 38,000 jobs during the next three decades.

The Wiri to Quay Park project will provide an additional 5.2km of track to remove the bottleneck along this section of the North Island Main Truck Line which is currently used by passenger services and inter-regional freight services. It will also provide additional capacity for the new City Rail Link and the new commuter service being developed from Hamilton to Auckland.

The \$315 million project will improve the reliability of services by enabling increased frequency and providing better access across the rail network. These improvements will avoid an estimated 175,000 annual freight movements on the state highway network. Work is expected to begin at the end of 2020.

A \$371 million investment to extend the electrified rail network will help support planned growth in South Auckland and mean passengers will no longer have to change trains to travel south to Pukekohe. Increased passenger capacity, greater travel time reliability and providing a direct service from Pukekohe through to the city centre will help boost customer service levels and position rail as a real travel choice for those living or working in the area. The project – which is expected to begin at the end of 2020 – includes electrification of 19km of track, an additional two platforms at Pukekohe station and future proofing for additional lines.

At Drury, \$247 million will fund two new railway stations, park and ride facilities as well as a bus and rail interchange to make it easier for residents in the south to travel by public transport. Combined with the extension of the electrified rail network, this project will support making travel by train more accessible and appealing to those living and/or working in the area. Work is expected to begin in 2023.



SUPPORTING  
URBAN  
DEVELOPMENT



IMPROVING  
PUBLIC  
TRANSPORT



SUPPORTING  
ECONOMIC  
GROWTH



BUILDING  
NETWORK  
RESILIENCE

## BENEFITS

Supporting urban growth  
Improving public transport  
Supporting economic growth

## SCOPE

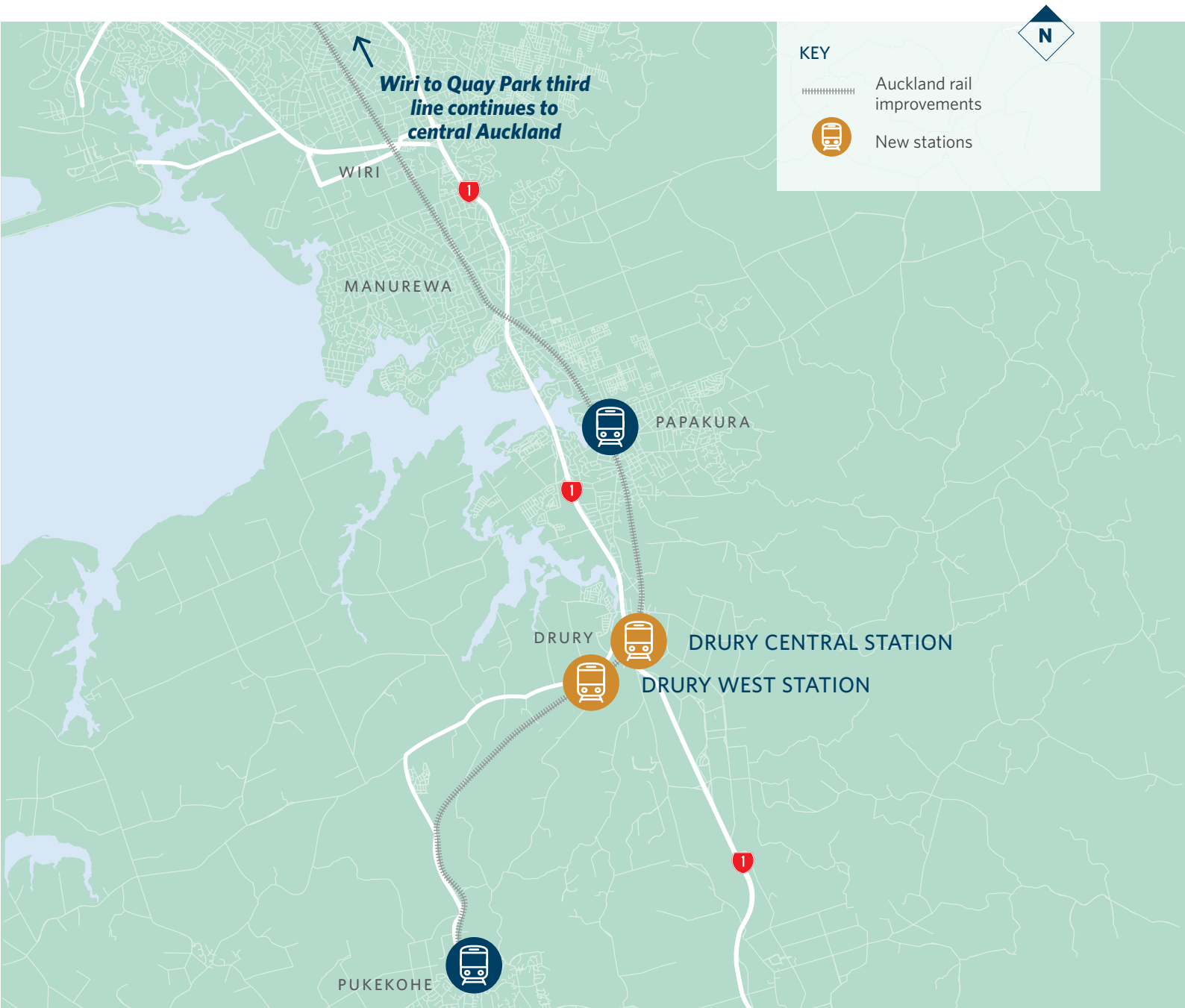
5.2km of new track to complete the Third Main Line between Westfield Junction and the Wiri Inland Port  
Electrification of 19km of track between Papakura and Pukekohe and upgraded Pukekohe Station  
Safety enhancements at level crossings  
New Drury rail stations

## COST

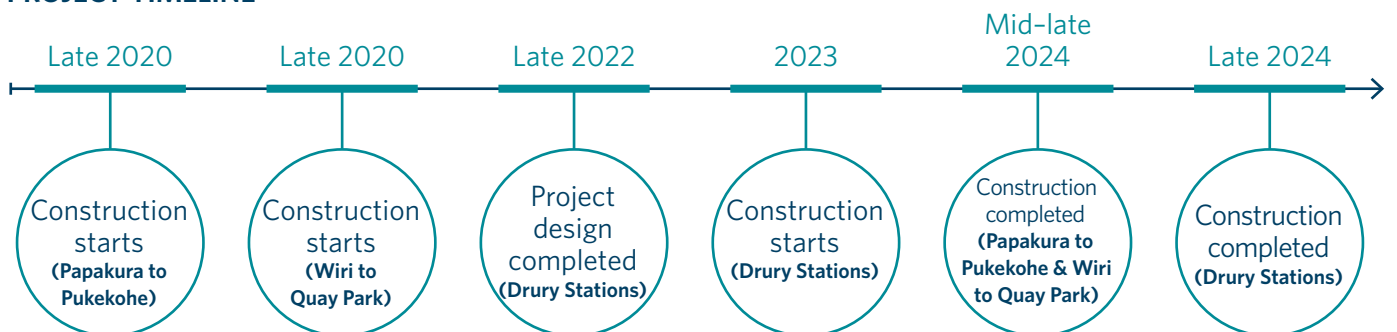
Third line – Wiri to Quay Park – \$315 million  
Papakura to Pukekohe electrification – \$371 million  
Drury rail station development – \$247 million

## PROGRAMME

Third line – Wiri to Quay Park – construction starts late 2020  
Papakura to Pukekohe electrification – construction starts late 2020  
Drury Rail station development – construction starts 2023



**PROJECT TIMELINE**



# WAIKATO AND BAY OF PLENTY



The \$991 million NZ Upgrade Programme for Waikato and Bay of Plenty will deliver improved safety and support continued growth of the area.

Significant growth during the last decade has already been supported through a \$2.1 billion investment in the Waikato Expressway.

This new package continues to build on improving transport connections where growth is expected to continue for several more decades, placing even greater pressure on the existing transport system.

Along with Auckland, Waikato and the Bay of Plenty are part of the Upper North Island's Golden Triangle, being home to more than half of New Zealand's population. The transport corridors in these regions are critical to get goods to market and support the safe travel of a growing number of visitors and residents.

The new Tauranga Northern Link will provide an alternative route for travel in the Bay of Plenty, connecting State Highway 29 (SH29) and State Highway 2 (SH2), and helping to take pressure off Cambridge Road and the existing SH2 through Bethlehem. The priority with the new four-lane corridor will be public transport and vehicles carrying multiple people.

A separated walking and cycling path will run adjacent to the new 7km corridor, providing travel choice for residents in the area, where nearly 90% of daily commutes are by private vehicle.

In the Western Bay of Plenty, which 16,000 more people are expected to call home in the next 20 years, a new four-lane corridor will be built from Te Puna to Ōmokoroa, extending the Tauranga Northern Link to respond to growth which extends to Ōmokoroa and beyond.

This new corridor will help save lives and provide travel choice to reduce reliance on private vehicles. Public transport will be prioritised, along with vehicles carrying multiple people, and walking and cycling will be promoted with a new separated shared path.

At the SH1/SH29 intersection, a new roundabout will improve safety for those travelling between Auckland, Hamilton and Tauranga and be future proofed for the extension of the expressway.



ŌMOKOROA TO TE PUNA



TAURANGA NORTHERN LINK



SH1/SH29 INTERSECTION



# SH1/SH29 intersection



IMPROVING  
SAFETY



BUILDING  
NETWORK  
RESILIENCE



SUPPORTING  
ECONOMIC  
GROWTH

Safety at one of New Zealand’s most dangerous intersections – State Highway 1 (SH1) and State Highway 29 (SH29) at Piarere – will be improved with construction of a new roundabout.

The intersection forms part of the country’s most important transport corridor between Auckland-Hamilton-Tauranga which accounts for a significant proportion of all road freight in New Zealand.

This project will improve safety and access on what is a route with high tourism and freight traffic volumes. Connecting the three largest urban centres in the upper North Island, two ports and the largest international airport, SH1/29 is used by a wide range of vehicles, including tourist vehicles and commercial tourism transport companies.

The NZ Upgrade Programme will provide \$58 million to replace the T-intersection with a large roundabout. This roundabout will be on the alignment that future proofs the route for the extension of the Waikato Expressway from Cambridge to Piarere.

The intersection is among the most dangerous places on the New Zealand roading network. There have been 62 crashes in eight years at this intersection, resulting in two deaths.

**BENEFITS**

**Improving safety**

**SCOPE**

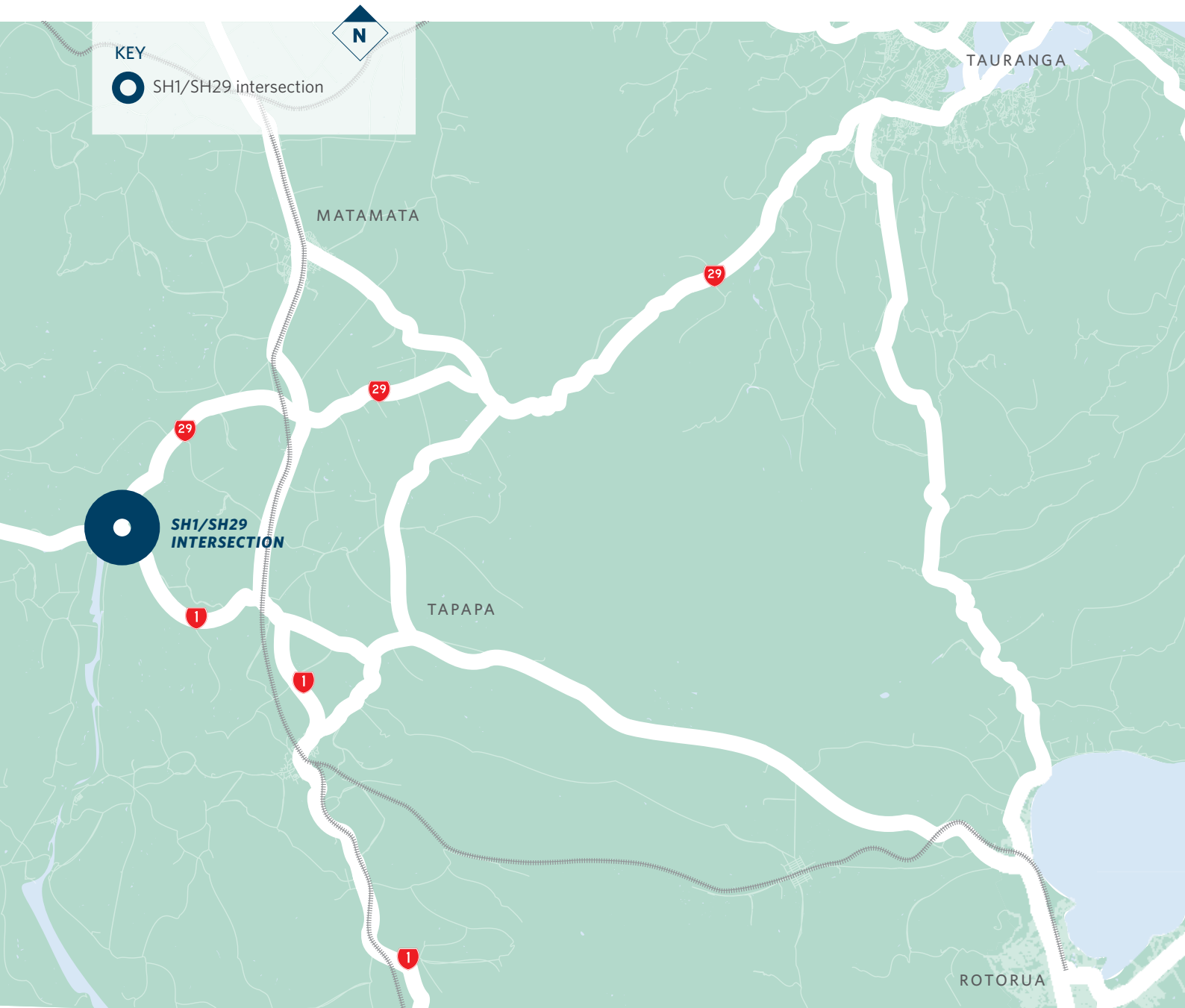
**Relocation of SH1/29 intersection and construction of a large roundabout to replace existing T-intersection**

**COST**

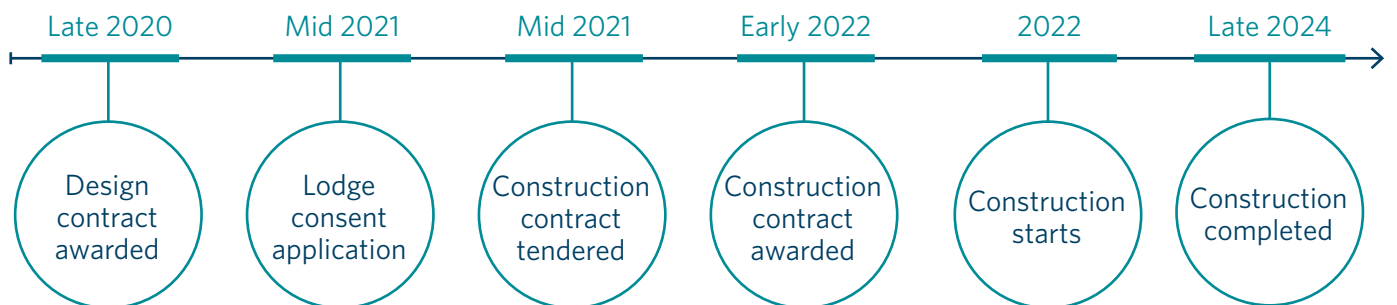
**\$58 million**

**PROGRAMME**

**Project design – 2020  
Consenting – mid 2021  
Construction starts – 2022  
Construction completed – 2024**



**PROJECT TIMELINE**



# Tauranga Northern Link



IMPROVING SAFETY



BUILDING NETWORK RESILIENCE



SUPPORTING ECONOMIC GROWTH



ENHANCING WALKING AND CYCLING

The new Tauranga Northern Link (TNL) corridor will provide residents and visitors to the Bay of Plenty with safer, more resilient access to one of New Zealand’s highest growth areas.

This level of growth is forecast to continue for several more decades, making it critical to provide a transport system that offers safer choices for people to move about and ensure the region thrives by being able to take advantage of economic growth opportunities. Current demand on State Highway 2 (SH2) is a barrier to economic and residential growth.

The NZ Upgrade Programme is providing \$478 million to build the new TNL, connecting State Highway 29 (SH29) Takitimu Drive through to SH2 near Loop Road, west of Te Puna.

The new four-lane corridor will have a separated walking and cycling path along

the entire length, including across the new Wairoa River bridge. One lane in each direction will be used to prioritise public transport, vehicles carrying multiple passengers and/or freight.

An interchange overbridge at Minden Road and underpasses at Cambridge Road and Wairoa Road will help improve safety and efficiently manage the forecast traffic growth.

TNL is a key part of the region’s SmartGrowth strategy.

Construction of the five-year project is scheduled to begin late 2020, with all consenting and the designation completed.

**BENEFITS**

- Prioritising public transport**
- Improving safety**
- Enhancing economic growth**
- Improving resilience**

**SCOPE**

- New 6.8km four-lane corridor - managed lanes**
- Overbridge interchange at Minden Road**
- New bridge crossing Wairoa River, underpasses at Cambridge Road and Wairoa Road**
- New west-bound single lane connection from Fifteenth Avenue to Takitimu Drive Toll Road**
- Separated pedestrian/cycling facility**

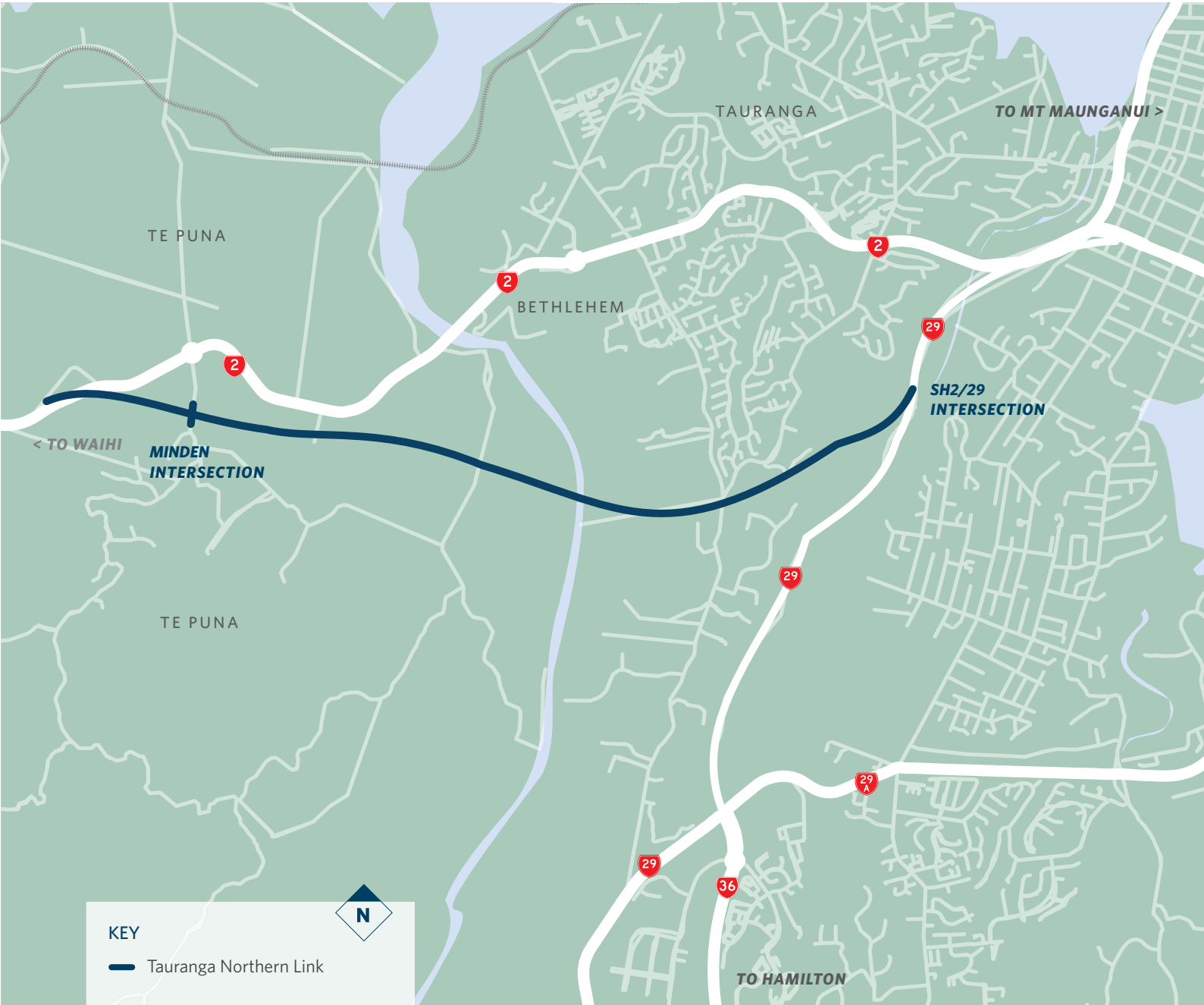
**COST**

**\$478 million**

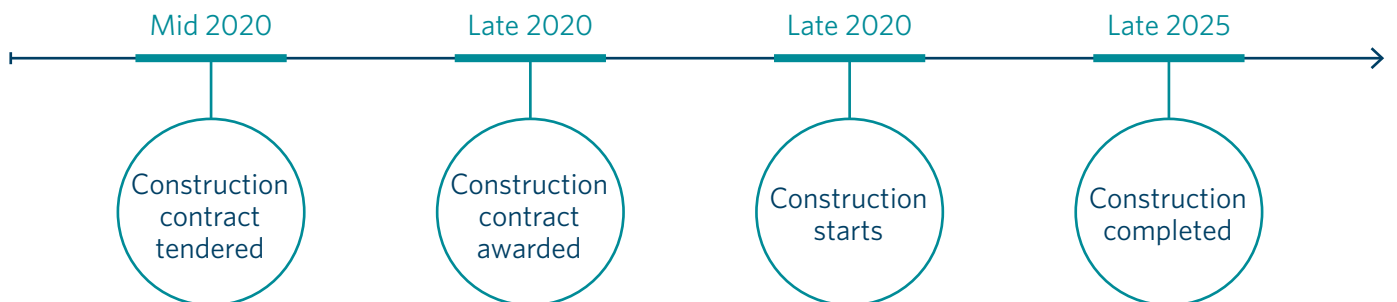
**PROGRAMME**

- Construction contract awarded - late 2020**
- Construction starts - late 2020**
- Construction completed - late 2025**





**PROJECT TIMELINE**



# Te Puna to Ōmokoroa



Almost half a billion dollars is being spent on State Highway 2 (SH2) from Te Puna to Ōmokoroa to support urban and economic growth to the north of Tauranga and help save lives. This new four-lane corridor is an extension of the Tauranga Northern Link, responding to growth which now extends to Ōmokoroa.

The NZ Upgrade Programme will spend \$455 million on a new 7km, four-lane corridor to carry two lanes of general traffic and provide two dedicated lanes for bus priority, freight and vehicles carrying multiple people. This project includes a separated shared path for walking and cycling that runs along the entire length.

An interchange overbridge with ramps in each direction, will be built at the intersection with Ōmokoroa Road. Other overbridges will take local traffic over the highway helping improve safety.

Western Bay of Plenty is one of the fastest growing regions in New Zealand. It is already home to 190,000 people, with an additional 70,000 expected to make it their home in the next 50 years.

SH2 once passed through a few rural settlements. It is now a busy commuter,

agribusiness and regional freight route, as well as tourist link between Bay of Plenty and the Coromandel Peninsula, with a poor safety record. The current \$100 million safety improvements along the existing SH2 corridor will continue as this road will remain in use and an integral part of the region's future transport system.

The new highway will provide a safer, alternative route with better access to Tauranga Port and is expected to reduce deaths and serious injuries by 85%.

With almost 90% of all journeys to work in Tauranga taken by private car, it is critical residents have better access to safe, reliable and efficient travel options, such as public transport and walking and cycling, to change the way they move about the region.

Construction is expected to get underway late 2023.



IMPROVING SAFETY



BUILDING NETWORK RESILIENCE



SUPPORTING ECONOMIC GROWTH



ENHANCING WALKING AND CYCLING

**BENEFITS**

- Improving safety**
- Enabling urban growth**
- Providing transport choice**
- Improving resilience**

**SCOPE**

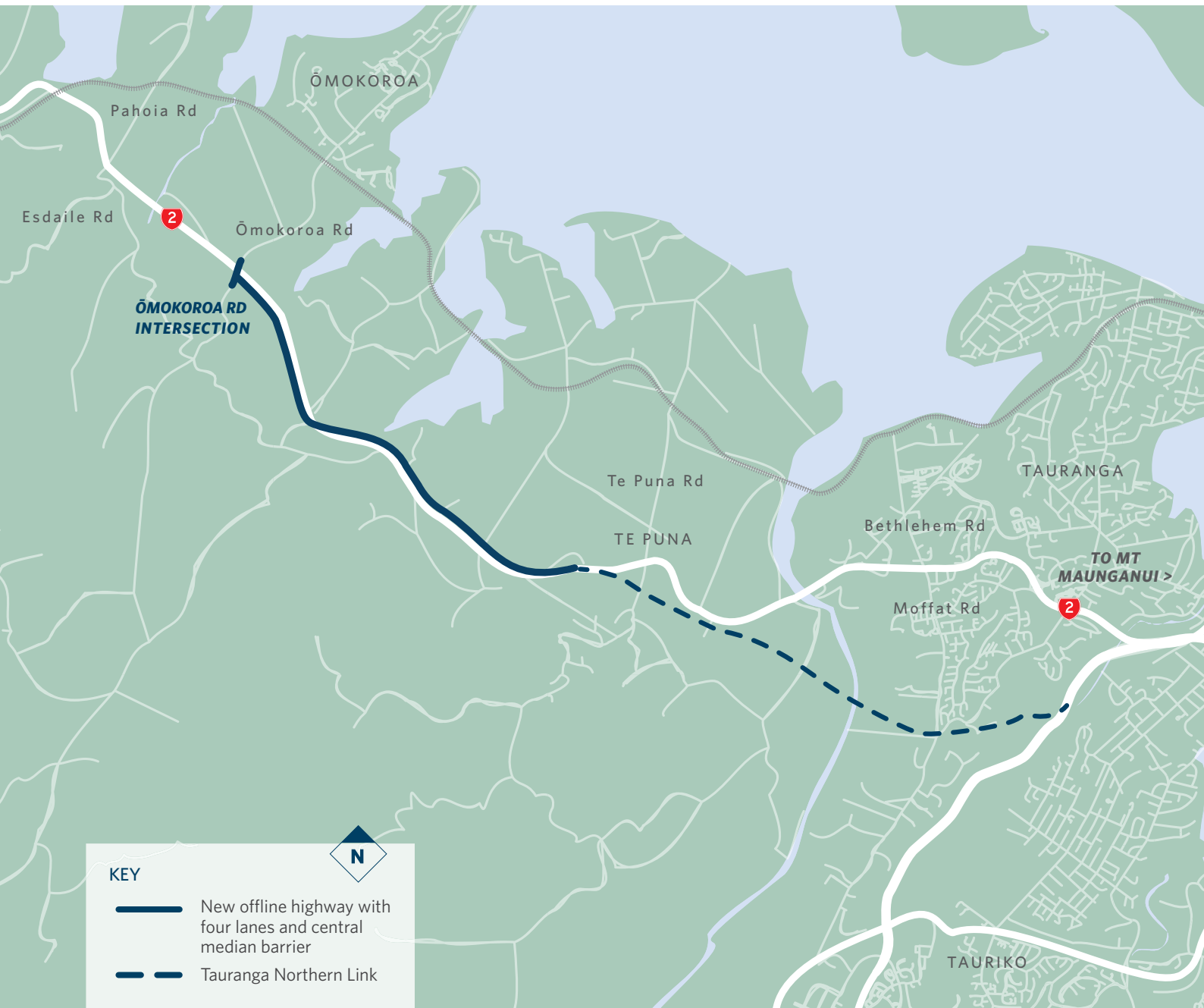
- New 7km, four lanes - with two managed**
- Separated shared path**
- Overbridges for local traffic at Plummers Point Road/Barrett Road**
- Overbridge at Snodgrass Road/Te Puna Quarry Road**
- Connects to Tauranga Northern Link (TNL)**

**COST**

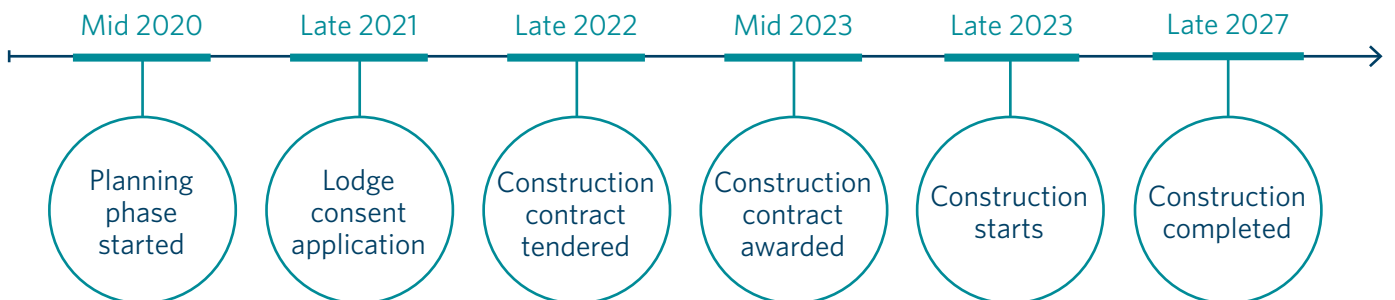
**\$455 million**

**PROGRAMME**

- Project design completed - mid 2022**
- Construction contract awarded - mid 2023**
- Construction starts - late 2023**



**PROJECT TIMELINE**



# WELLINGTON



The \$1.35 billion being invested in Wellington during the next decade as part of the NZ Upgrade Programme will support growth under the Wellington Regional Growth Framework. This is a partnership between central and local government and iwi to develop a great transport system to keep the Greater Wellington region moving.

With a focus on improving safety, resilience, public transport and travel choice options, the four projects in this package are spread across the region, from the Kāpiti Coast (Ōtaki to north of Levin) and the Hutt Valley State (Highway 58 (SH58) and Melling interchange), and a range of rail network capacity improvements across the region. This investment package complements, and is in addition to, the Let's Get Wellington Moving programme.

Access to CentrePort, and the safety and reliability of road and rail corridors to the north of Wellington, are critical to support journeys for all travellers. These routes are also important for New Zealand's economy, in getting goods to market and export. This investment will support growth in the Horizons region. Along with Te Ahu a Turanga: Manawatū Tararua Highway, it strengthens the transport connections throughout the lower North Island, which is pivotal for distribution between the two islands and our primary production hubs.

The new four-lane corridor from Ōtaki to north of Levin (O2NL) will improve

safety and access, supporting economic growth, providing greater route resilience, and better access to walking and cycling facilities.

Half a million people call the Wellington region home, and while more than 30% of all journeys to work are by public transport and walking and cycling, there is increasing demand on the two corridors - State Highway 1 (SH1) and State Highway 2 (SH2) - that funnel everyone into the capital. This package includes improvements to commuter rail links to the Wairarapa and up the Kāpiti Coast to Palmerston North, and also at Melling (Lower Hutt) as part of a wider package of transport improvements for greater access and better resilience.

Safety is also a priority, with SH58 and SH1 south of Levin both being among the top 2% of high-risk corridors in New Zealand. The new four-lane O2NL corridor and a range of improvements to SH58 will help save lives and reduce serious injuries along these routes. These projects will also build greater resilience into the transport system by reducing the number and severity of crashes and road closures.



PALMERSTON NORTH

LEVIN

ŌTAKI TO NORTH OF LEVIN (O2NL)

ŌTAKI

CAPITAL CONNECTION RAIL UPGRADES

MASTERTON

SH58 SAFETY IMPROVEMENTS

WAIRARAPA RAIL UPGRADES

MELLING INTERCHANGE

WELLINGTON TRAIN STATION SAFETY IMPROVEMENTS

WELLINGTON

# SH58 safety improvements



IMPROVING SAFETY



SUPPORTING ECONOMIC GROWTH



BUILDING NETWORK RESILIENCE

The daily journey for the 14,000 motorists who travel between Wellington’s Hutt Valley and Porirua, is being made safer with a range of safety improvements on State Highway 58 (SH58). In the last 10 years, four people have died and a further 19 have been seriously injured along the highway.

The planned improvements, which will also build greater resilience into the Greater Wellington region’s transport network, are expected to reduce deaths and serious injuries by 70%. Not only will the work make the route safer, it will also help boost economic development and support growth of the region by providing better access and more reliable journey times.

Stage one of this work, on the 3km section from Western Hutt Road to Mount Cecil Road, started in late 2019.

The NZ Upgrade Programme provides the funding for stage two, 5.5kms of improvements from Mount Cecil Road through to the interchange with Transmission Gully at Pauatahanui.

The work involves widening the road, installing roadside and median safety barriers, installing two new roundabouts and bridge widening improvements.

This estimated \$59 million investment recognises the important role of SH58 in the continued growth of the Greater Wellington regions.

SH58 is a key route for the region, providing critical east-west access from State Highway 2 to State Highway 1, enhancing the resilience of the region’s state highway network. SH58 provides an important connection through to Transmission Gully, enabling tourists and residents to easily travel between the Kāpiti Coast and Hutt Valley along what will be a safer, more resilient highway network to explore the region.

**BENEFITS**

- Improving safety**
- Supporting economic growth**
- Building network resilience**

**SCOPE**

- 5.5km of safety improvements**
- Two new roundabouts**

**COST**

**\$59 million**

**PROGRAMME**

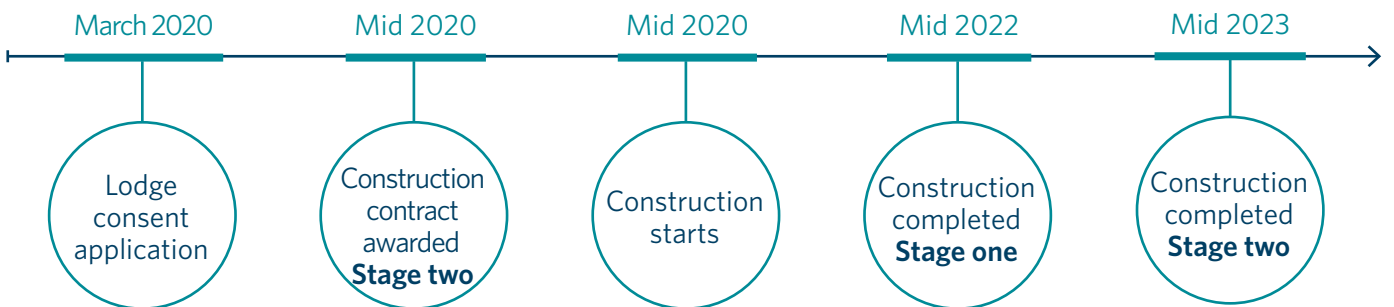
- Construction starts - mid 2020**
- Construction completed - mid 2023**



**KEY**

- Medium barrier
- New roundabouts
- Transmission Gully SH58 interchange

**PROJECT TIMELINE**



# Melling interchange



Transport improvements at Melling will provide for a safer, more resilient and accessible transport system in Lower Hutt, as well as supporting flood protection and revitalisation of the Hutt Valley.

The NZ Upgrade Programme provides \$258 million to build a new intersection to improve safety, replace the road bridge over the river, and improve access to walking, cycling and public transport. The Government provided \$6 million for the designation and consenting of the project in November 2019 which removes a dangerous signal-controlled intersection on State Highway 2.

The Melling Transport Improvements are one part of the RiverLink programme, which is a multi-organisation programme of three separate but interdependent projects relating to flood protection, urban development and transport improvements.

The improvements at the Melling intersection ensure several key objectives of the RiverLink programme are achieved - a resilient and safer transport network for all travellers, improved access to Wellington City from the Hutt Valley as well as enabling economic and urban growth.

More than 108,000 people already call the greater Hutt Valley region their home, and with a steady increase in population,

a more resilient transport system is vital for the region's continued urban and economic growth.

The new overbridge and river bridge, connecting directly to Queens Drive, will help improve access during peak travel times, and combined with new stop banks, will build greater resilience into the transport system, by reducing the risk of flooding in Lower Hutt and around the Melling intersection.

Relocation of the railway station at Melling is part of the package. The new railway alignment will improve the reliability of the train service as well as provide more 'park and ride' options for commuters.

The wider Riverlink programme delivered by the two councils outside this investment package includes a new bridge linking Rutherford Street and the relocated railway station. The bridge will provide access for pedestrians and cyclists, with residents increasingly looking for different ways to safely commute daily in to Wellington.

Construction is expected to start at the end of 2022.



IMPROVING SAFETY



BUILDING NETWORK RESILIENCE



SUPPORTING URBAN DEVELOPMENT



ENHANCING WALKING AND CYCLING



IMPROVING PUBLIC TRANSPORT

**BENEFITS**

- Improving safety
- Enabling urban growth
- Improving resilience
- Improving walking and cycling

**SCOPE**

- New overbridge
- New Melling Bridge
- Relocated railway station and new park and ride
- Walking and cycling paths

**COST**

\$258 million

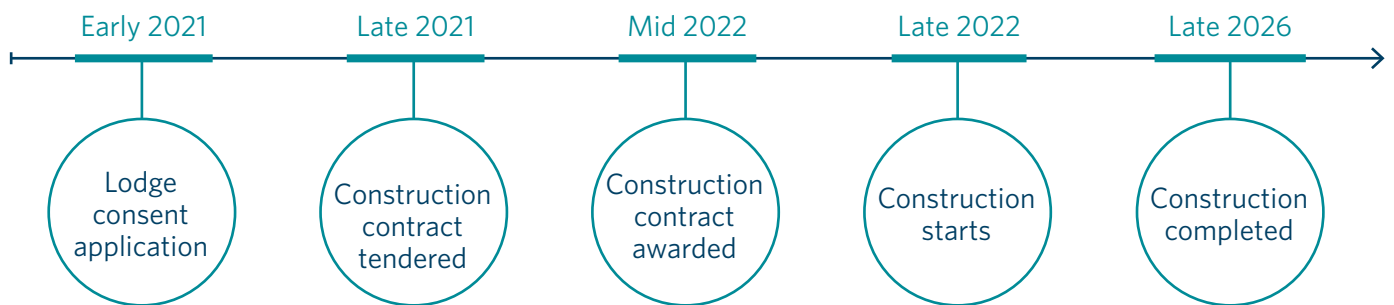
**PROGRAMME**

- Construction starts - late 2022
- Construction - completed 2026





**PROJECT TIMELINE**



# Ōtaki to north of Levin (O2NL)



Four-laning State Highway 1 from Ōtaki to north of Levin (Ō2NL) continues the Kāpiti Expressway north of Wellington to support growth in Levin and provide a safer and more resilient route.

The NZ Upgrade Programme will spend \$817 million on a new 24-kilometre highway, built to the east of the existing State Highway 1 (SH1) alignment.

This new highway will be four lanes. Investigations will look at opportunities to prioritise freight, public transport and vehicles carrying multiple people. The project includes a separated shared path for walking and cycling running the entire length of the new highway. It will link into shared path facilities built as part of the Mackays to Peka Peka Expressway and Peka Peka to Ōtaki Expressway, helping extend the region's cycleway.

Three of New Zealand's top 100 dangerous intersections are along this route. In the five years to 2017, there were 49 deaths and serious injuries along the route, making it one of the country's most dangerous sections of road to drive. The new highway will dramatically improve safety.

O2NL is critical for both the Wellington and the Manawatū-Whanganui regions to continue to grow. The new highway

will ensure people and freight are able to safely and easily move between the two regions and the rest of the North Island. The project also ensures better access to the key distribution hubs at Palmerston North, the largest freight connection in the central North Island.

With no current alternative route when SH1 is closed by crashes or weather-related events, the new highway will provide a detour route and build resilience into the state highway network. Safety improvements on the existing SH1 corridor will continue as this road will be an important local road in the future.

The new highway will be built between Taylors Road north of Ōtaki, linking with the expressway, and ending just north of Levin, where the highway branches to head further north and west towards Palmerston North. It will support economic growth, allowing sustainable growth of Levin, meeting current and future transport demands.

Construction is expected to begin in 2025.



IMPROVING SAFETY



BUILDING NETWORK RESILIENCE



SUPPORTING ECONOMIC GROWTH



ENHANCING WALKING AND CYCLING

**BENEFITS**

- Enables regional growth
- Improves safety
- Improves resilience

**SCOPE**

- New 24km corridor with four lanes
- Separated walking and cycling shared path



**COST**

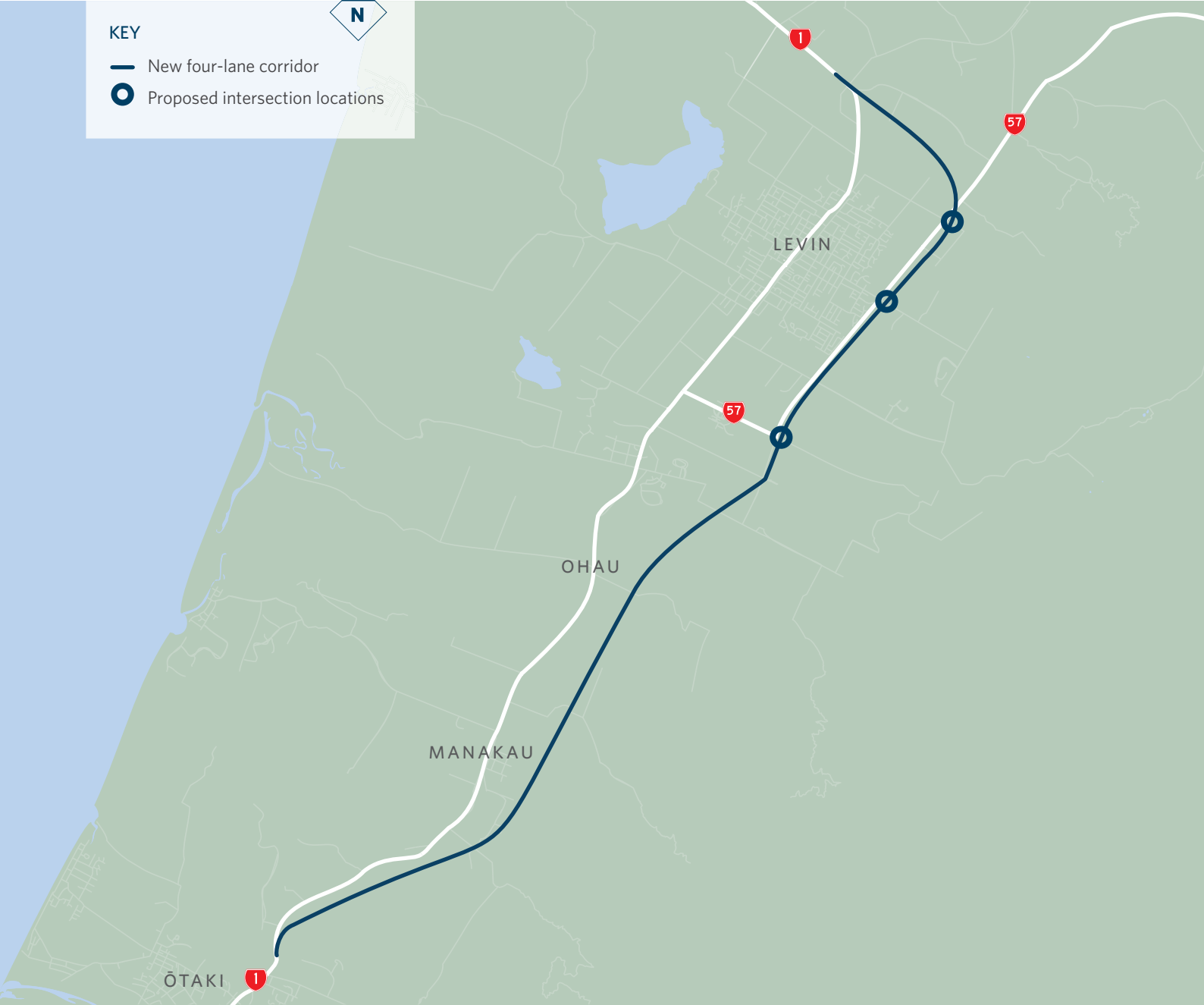
**\$817 million**

**PROGRAMME**

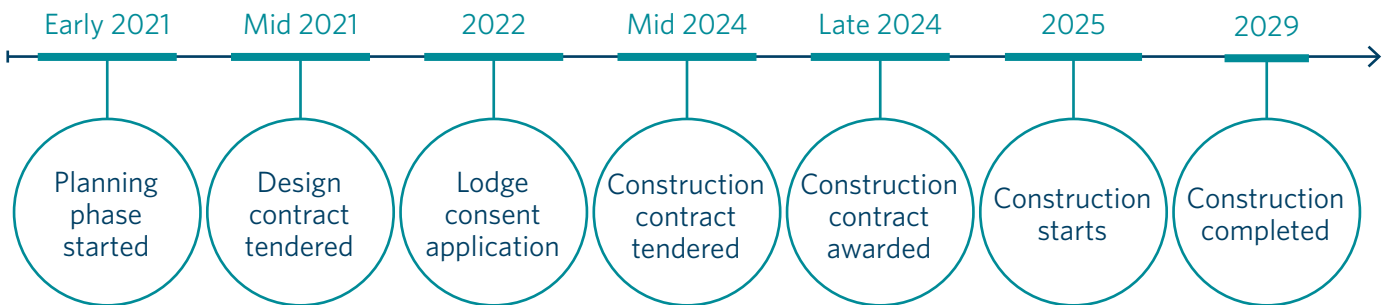
- Construction starts - 2025
- Construction - completed 2029

**KEY**

-  New four-lane corridor
-  Proposed intersection locations



**PROJECT TIMELINE**



# Rail upgrades north of Wellington



IMPROVING PUBLIC TRANSPORT



SUPPORTING ECONOMIC GROWTH



IMPROVING SAFETY



BUILDING NETWORK RESILIENCE

Investment in rail network improvements north of Wellington will provide capacity for growth in passenger and freight services.

The NZ Upgrade Programme will invest \$211 million in infrastructure upgrades to increase line capacity and support increased frequency of Metlink and Capital Connection services. The package includes the refurbishment of the Capital Connection and a range of safety improvements.

New passing infrastructure at Carterton and Maymorn will enable express freight and commuter trains to operate with greater efficiency on the Wairarapa line. A second platform at Featherston will support improved passenger services by enabling two passenger trains to pass, and being offset from the existing platform, it will allow for future freight-related improvements. The installation of a new signalling system

will improve both operational resilience and safety. Other safety improvements will include reducing the number of level crossings and upgrading others.

Three new storage facilities for train carriages will be built, one each in Masterton, Levin and Wellington, to provide extra capacity during peak train services and support anticipated growth as well as to allow for maintenance.

The total package of \$211 million allows for \$15 million to refurbish rolling stock to maintain the Capital Connection until new rolling stock is bought later this decade; and \$70 million of safety and capacity improvements to the Wellington Railway Station junction.

**BENEFITS**

- Improving public transport**
- Supporting economic growth**
- Improving safety**

**SCOPE**

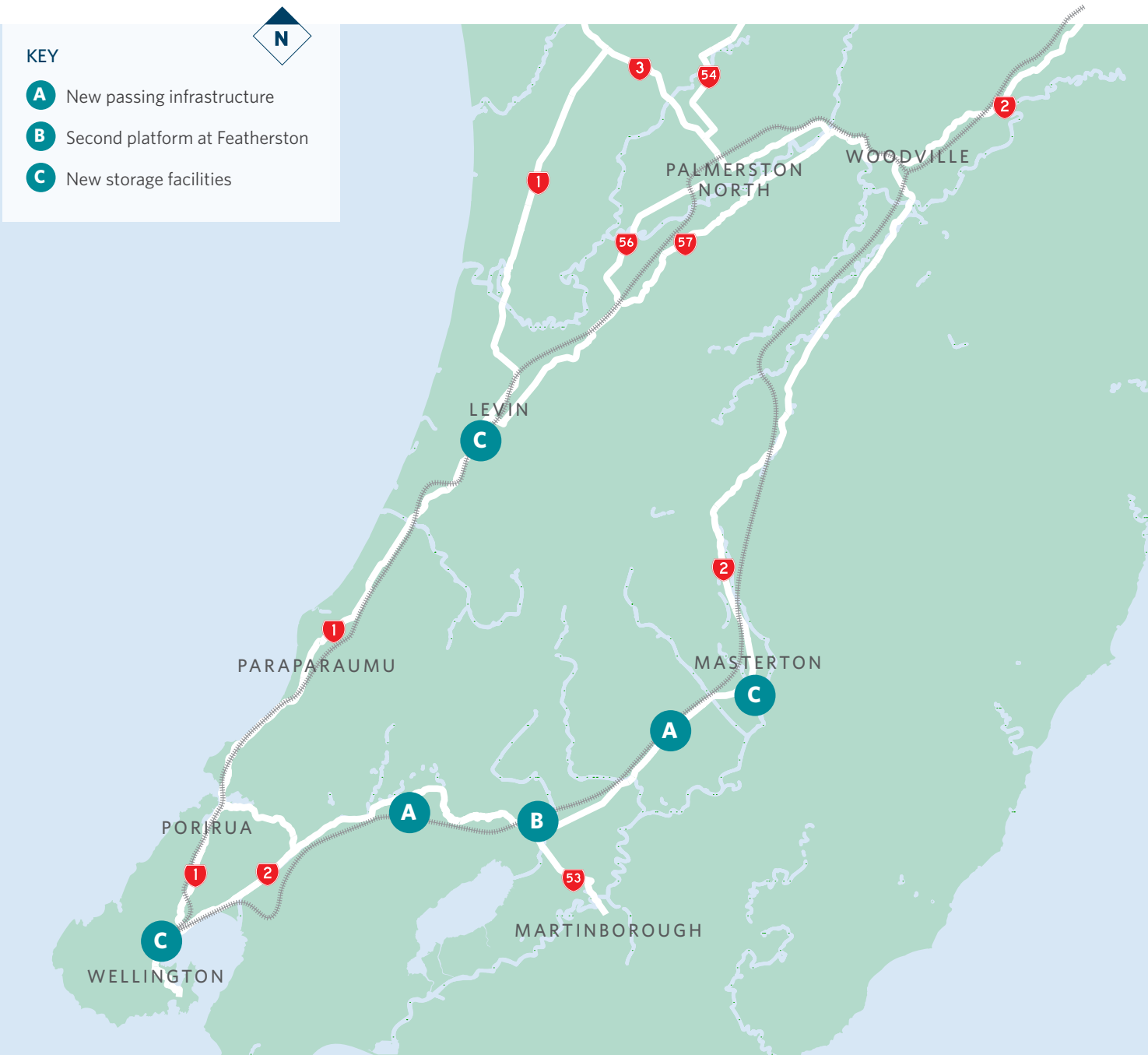
**Improving rail network capacity and safety through additional tracks, level crossing upgrades and removals, and the introduction of a modern safety system**

**COST**

**\$211 million**

**PROGRAMME**

**Construction starts - late 2020**  
**Phased completion - 2022 to 2025**



**PROJECT TIMELINE**



# Canterbury package



IMPROVING SAFETY



BUILDING NETWORK RESILIENCE



SUPPORTING ECONOMIC GROWTH



ENHANCING WALKING AND CYCLING

The package of projects in Canterbury helps manage growth by providing residents with safer and better travel choices, as well as improving freight links to support economic growth and the opening of the Christchurch Southern Motorway through to Rolleston.

About \$1.4 billion has been spent during the last decade on the Christchurch Motorways project; the last two of these motorways, the Southern Motorway and Northern Corridor, scheduled to open this year.

The NZ Upgrade Programme includes \$159 million for three projects to support growth in the south-west sector of Christchurch and neighbouring Selwyn district, where there has been significant residential and industrial growth, including the development of two inland ports. Safe, reliable and efficient access is needed to support all the ways people want to move about, and forecast growth in freight volumes.

## Rolleston

In Rolleston, \$60 million will be spent to provide safer and better access from the residential area across State Highway 1 (SH1) and the Main South Line (railway) to the industrial zone. A new two-lane overbridge will be built to connect the two areas and provide improved walking and cycling facilities. It will cross SH1 from Rolleston Drive to Hoskyns Road.

Four intersections along SH1 between Burnham and Rolleston will also be upgraded, with a range of safety improvements to reduce deaths and serious injuries and better manage the forecast future growth in traffic volumes along this section of the highway.

Work on this project will begin in 2022 and take three years to complete.

### **Brougham Street**

In Christchurch city, \$40 million will be spent on State Highway 76 (Brougham Street) to improve safety, provide better travel choice and support a more reliable freight route through to Lyttelton Port.

The work includes creating prioritised north-south public transport routes; safer, dedicated walking and cycling access across the busy highway; and ensuring there is better east-west traffic flow and capacity to keep freight moving.

Residents will be provided with a more reliable bus service and safer shared paths, making it easier to leave their cars at home and enjoy a stress-free commute into the central city. It will help reduce central city traffic congestion and alleviate pressure on the busy highway which is a main freight route.

This project will provide priority for buses and 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 that flank the highway.

Work is expected to get underway late 2022 and take two years to complete.

### **Halswell Road**

Two dedicated bus lanes will be built on a high-use section of State Highway 75, connecting the Christchurch Southern Motorway with the Christchurch suburb of Halswell.

The \$25 million project will add much needed capacity to the public transport network in the high growth south-west sector of the city.

The new bus lanes will run 2.5km along the highway, and also be used by high occupancy vehicles to help manage growth and provide transport choice for those commuting to work in the city centre.

Work will begin in 2022 and take 18 months to complete.

### **Rural intersection safety improvements**

Three intersection safety improvements will be completed in growing rural town centres throughout Canterbury. Under the \$34 million package, traffic signals will be installed in Tinwald, Ashburton and West Melton to allow safer access for pedestrians and cyclists, particularly vulnerable school children. These intersection improvements will improve safety and access for these town centres and travel options for local residents.

These safety improvements will be installed at SH1/Lagmhor Rd in Tinwald, SH1/Walnut Avenue in Ashburton, SH73/Weedons Ross Rd in West Melton.

#### **BENEFITS**

**Improved freight access**  
**Integrated land use**  
**Improved travel choice**  
**Improved safety**

#### **SCOPE**

**Rolleston overpass for local access**  
**Intersection safety improvements**  
**Bus lanes on SH75, bus priority on Brougham Street**  
**Active modes integration and crossing facilities**  
**500m rail connection between inland ports and Main South Line**  
**Rural intersection safety improvements**

#### **COST**

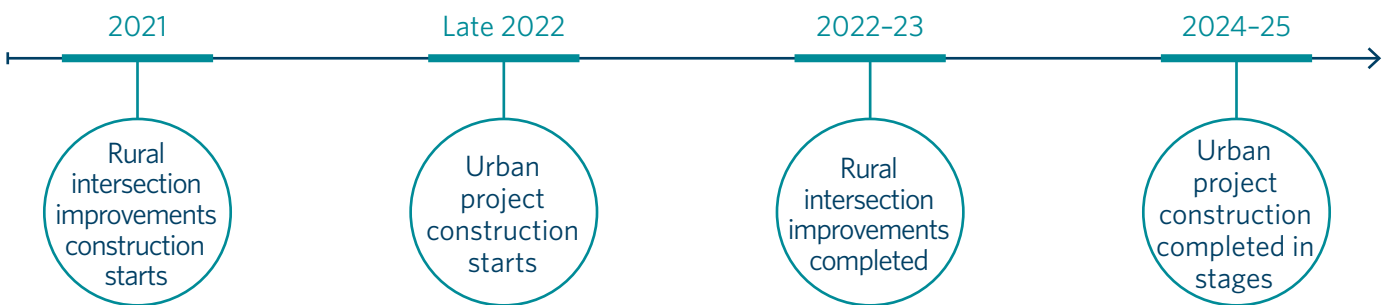
**\$159 million**

#### **PROGRAMME**

**Construction starts - late 2022**  
**Phased completion - from 2024-25**



**PROJECT TIMELINE**





# Queenstown package



Queenstown residents and visitors to New Zealand's Adventure Capital will be given greater choice on how they move about with better access to new public transport facilities and improved walking and cycling connections.

The resort town has experienced high population and tourism growth during the last two decades and this is expected to continue with 10,000 more people expected to make Queenstown their home during this next decade and international visitor numbers to New Zealand expected to top 4.5 million within the next five years.

Working with local government, a substantial programme of work is getting underway to respond to this growth, improving both accessibility for both residents and tourists and helping make Queenstown a great place to live.

State highway 6A (SH6A), which provides the main access into and out of Queenstown, is a narrow corridor constrained by its geographical location between Lake Wakatipu on one side and Queenstown Hill on the other. Development to support the area's rapid growth has been concentrated on State Highway 6 (SH6) in the adjoining Frankton area, where Queenstown's high dependency on private vehicle travel has compounded traffic congestion and delays.

The NZ Upgrade Programme provides \$90 million to build on the success of the Orbus service by funding a range of public transport projects on SH6 and StH6A, between Ladies Mile, Kawarau Falls Bridge and Queenstown's town centre. Bus lanes will be built to prioritise travel by public transport on SH6 and bus priority on SH6A. These will be supported by a new bus hub on SH6.

The investment includes a new roundabout at Howards Drive (Lake Hayes Estate access), an upgrade to the SH6/SH6A intersection and an underpass at Ladies Mile to provide better cycling and walking connections.

Together, these improvements will provide a more reliable and efficient bus service into Queenstown's town centre, and safer, upgraded walking and cycling facilities, helping reduce reliance on private vehicle use.

Work is expected to begin in late 2021.



IMPROVING  
PUBLIC  
TRANSPORT



SUPPORTING  
URBAN  
DEVELOPMENT



IMPROVING  
WALKING AND  
CYCLING



SUPPORTING  
ECONOMIC  
GROWTH



TOURISM

## BENEFITS

**Better housing  
development access**

**Improving safety**

**Better access to  
walking and cycling**

**Improved public transport**

## SCOPE

**Bus hub and public  
transport priority**

**Intersection improvements**

**Walking and cycling underpass  
and crossing facilities**

## COST

**\$90  
million**

## PROGRAMME

**Phased construction -  
starts late 2021-22**

**Phased completion -  
from 2023-24**





