

Upper North Island



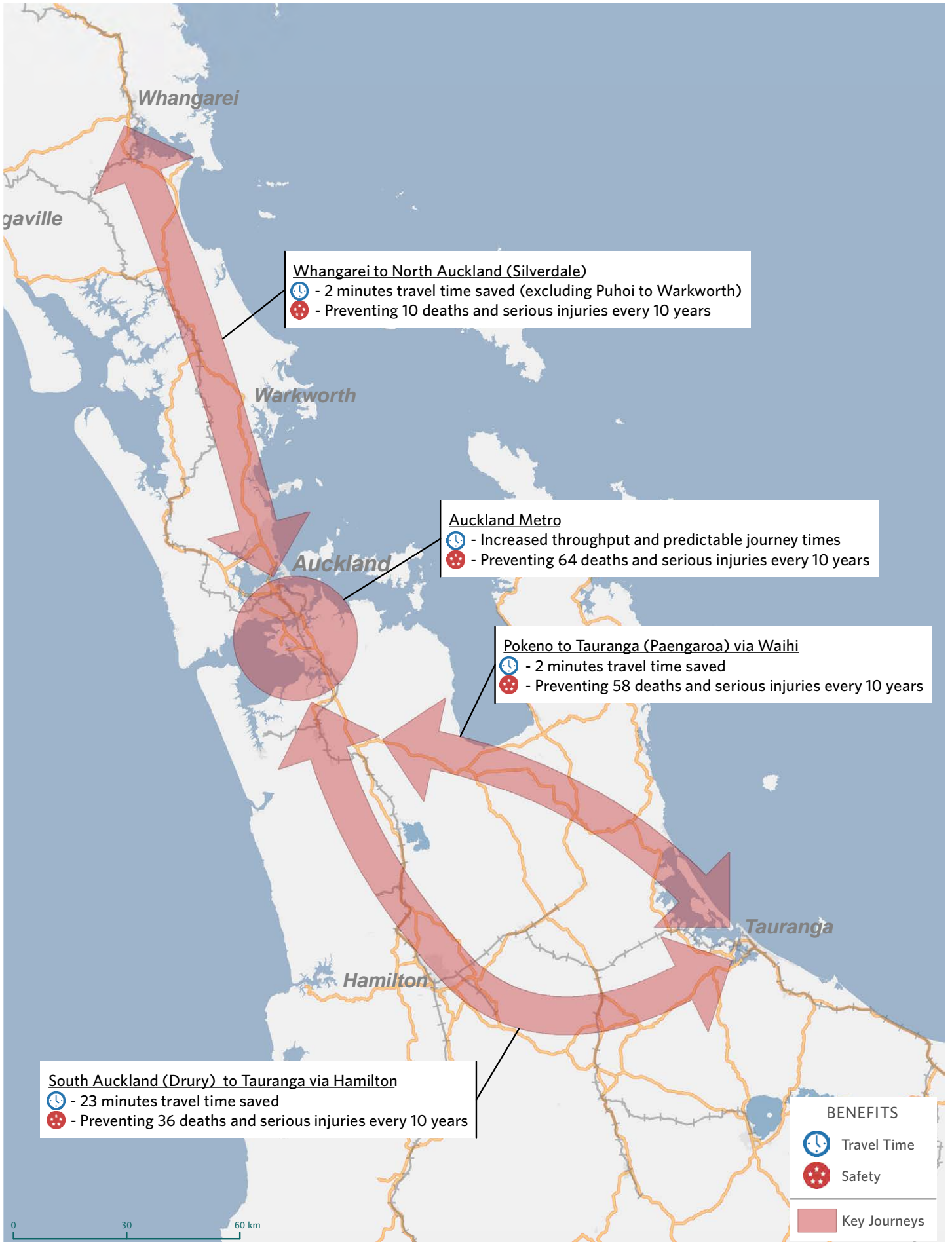
OVERVIEW

Four regions make up the upper North Island area: Northland, Auckland, Waikato and Bay of Plenty. The area is vital to New Zealand's social and economic success, home to over half of New Zealand's population, and generates more than 50% of the national GDP. The main urban centres in the upper North Island are all experiencing strong population growth.

In their Regional Land Transport Plans the upper North Island regions recognise that they need to work together to fully achieve their objectives, because transport issues and challenges do not stop at regional boundaries as freight and

people are continuously moving between the regions. The 2015-18 National Land Transport Plan (NLTP) supports the collaborative efforts of these regions to develop an integrated approach to transport and recognises their importance to New Zealand's social and economic well-being. The ambitious programme of investment will strengthen and improve inter-regional transport connections in the upper North Island.





KEY FACTS

- More than half of New Zealand's freight moves through the upper North Island.
- Road freight volumes in the area are forecast to increase by 59% by 2042, which will increase pressure on the key transport journeys between the main population centres of Whangarei, Auckland, Hamilton and Tauranga, and in particular the ports of Tauranga and Auckland.
- Over 50% of national goods originate or end up in the upper North Island.
- 64% of goods by value within New Zealand move through the upper North Island ports of Auckland, Tauranga, Northport and Auckland Airport.
- 43% of visitors to New Zealand stay overnight in the area.



2015-18 NLTP INVESTMENT

Key upper North Island transport projects that will receive investment from the 2015-18 NLTP include completing the Roads of National Significance (RONS).

Of the seven RONS identified by the Government, four are in the Upper North Island.

- Puhoi to Wellsford (\$60 million planned for investment from the National Land Transport Fund)
- The Western Ring Route, which will contribute to better links for businesses and freight between key industrial and transport hubs in Manukau, central Auckland, Waitakere and the North Shore in Auckland (\$642m being invested in the 2015-18 NLTP)
- The 102km Waikato Expressway, which is the key link across the upper North Island south of Auckland. The route is key to freight movements and is expected to see continued population and economic growth (\$1bn being invested in the 2015-18 NLTP)
- Tauranga Eastern Link, which is crucial to supporting growth in the Bay of Plenty, one of New Zealand's fastest-growing regions and providing freight access from across the region to the Port of Tauranga (\$50m being invested and completed in the 2015-18 NLTP)

Additional investments on local road networks such as completion of the Hamilton Ring Road, (\$10.6m being invested through the 2015-18 NLTP) will complement the investment in the RONS by ensuring they are well integrated with local road networks and land uses.

PRESSURES ON THE TRANSPORT SYSTEM

- The transport network is under particular pressure in parts of Auckland, where sections of the existing road network experience severe congestion. This congestion significantly impacts on the cost and efficiency of doing business in the upper North Island.
- Forecast population growth, business growth and land use changes across the upper North Island will impact the transport network. In the next 15 years 400,000 new homes will be needed to house the projected population growth in Auckland alone. The population of Hamilton is projected to double over the next 30 years. The scale of this growth will impact the transport network in

neighbouring areas, particularly routes from Auckland to north Waikato, and Warkworth to Wellsford. This creates significant demand for investment in transport infrastructure in the area.

- Transport investment in the short to medium term is focused on increasing the capacity of the road network, providing key transport links and managing the network to ensure the efficient and safe movement of people and freight.
- As Auckland and other urban areas in the upper North Island continue to grow, investment in public transport, cycling and walking becomes increasingly important in providing people with travel choices and freeing up the road network for increasing freight movement.

INVESTING IN JOURNEYS ACROSS THE UPPER NORTH ISLAND

The Transport Agency and the Regional Transport Committees of the four regions are focused on New Zealand's key transport journeys and the important role they play in the overall transport system. These include road, rail, public transport, cycling and walking journeys.

Between Whangarei, Auckland, Hamilton and Tauranga there are four key inter-regional journeys that are the focus of this investment programme:

- Whangarei to North Auckland (Silverdale) via Wellsford
- Metro Auckland
- South Auckland (Drury) to the Port of Tauranga via the Waikato
- Pokeno to Tauranga (Paengaroa) via Waihi

Investments in improvement projects on both the state highway network and the supporting local road networks aim to deliver specific benefits to road users. To support the investment decision-making process, the Transport Agency uses evidence to forecast the benefits from potential road improvements, including the number of deaths and serious injuries that could be prevented, and potential travel time savings. The data in this factsheet is based on forecast benefits as at June 2015.

We also expect to see further efficiency and safety benefits from our investments in road safety promotion, road policing and road maintenance along these journeys.

REGION(S)	POPULATION (MBIE 2014)	TOTAL GDP (MBIE 2014)	EMPLOYMENT (MBIE 2014)	HEAVY VEHICLE KMS TRAVELLED ON THE SH NETWORK 2012 (NTPO 2013)
Northland Auckland Waikato Bay of Plenty	2,384,600	\$111 billion	1,194,478	933,500,000
	(53.3%)	(51.7%)	(51.6%)	(46.8%)

JOURNEY 1 WHANGAREI TO AUCKLAND CITY BOUNDARY NORTH (SILVERDALE) VIA WELLSFORD	
Investment emphasis (customer benefit)	Deliver reduction of deaths and serious injuries and a predictable journey (reliable travel times).
Efficient journeys	2015-18 NLTP investment is predicated to deliver 2 minutes travel time savings across the journey.
Safer journeys	2015-18 NLTP investment is predicted to prevent 10 deaths and serious injuries every 10 years across the journey.

JOURNEY 2 AUCKLAND METRO (CITY)	
Investment emphasis (customer benefit)	Deliver increased throughput (more people through the same space at the same time) and a predictable journey to the customer.
Predictable journeys	2015-18 NLTP investment is focused on increasing predictable journey times that customers can rely on.
Safer journeys	2015-18 NLTP investment is predicted to prevent 64 deaths and serious injuries every 10 years , across the city.

JOURNEY 3 SOUTH AUCKLAND (DRURY) TO PORT OF TAURANGA VIA THE WAIKATO	
Investment emphasis (customer benefit)	Deliver efficient freight supply chains through travel time savings.
Efficient journeys	2015-18 NLTP investment is predicated to deliver 23 minutes travel time savings across the journey.
Safer journeys	2015-18 NLTP investment is predicted to prevent 36 deaths and serious injuries every 10 years across the journey.

JOURNEY 4 POKENO TO TAURANGA (PAENGAROA) VIA WAIHI	
Investment emphasis (customer benefit)	Deliver reduction of deaths and serious injuries and a predictable journey (reliable travel times).
Efficient journeys	2015-18 NLTP investment is predicated to deliver 2 minutes travel time savings across the journey.
Safer journeys	2015-18 NLTP investment is predicted to prevent 58 deaths and serious injuries every 10 years across the journey.

DEVELOPING THE NATIONAL LAND TRANSPORT PROGRAMME

The NZ Transport Agency has worked with Regional Transport Committees to support development of their Regional Land Transport Plans (RLTPs), which inform the development of the NLTP.

RLTPs span six years and are produced in consultation with the community. All submitted activities must contribute to the purpose of the Land Transport Management Act 2003 and be consistent with the Government Policy Statement on Land Transport (GPS).



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Northland



OVERVIEW

Northland is a sub-tropical and mostly rural peninsula, where rich soils and plenty of rain provide the basis for the rural economy. Dairying, farming, forestry and horticulture are key activities. Northland also has a strong industrial base and its location close to Auckland and key ports offers significant opportunities for growth.

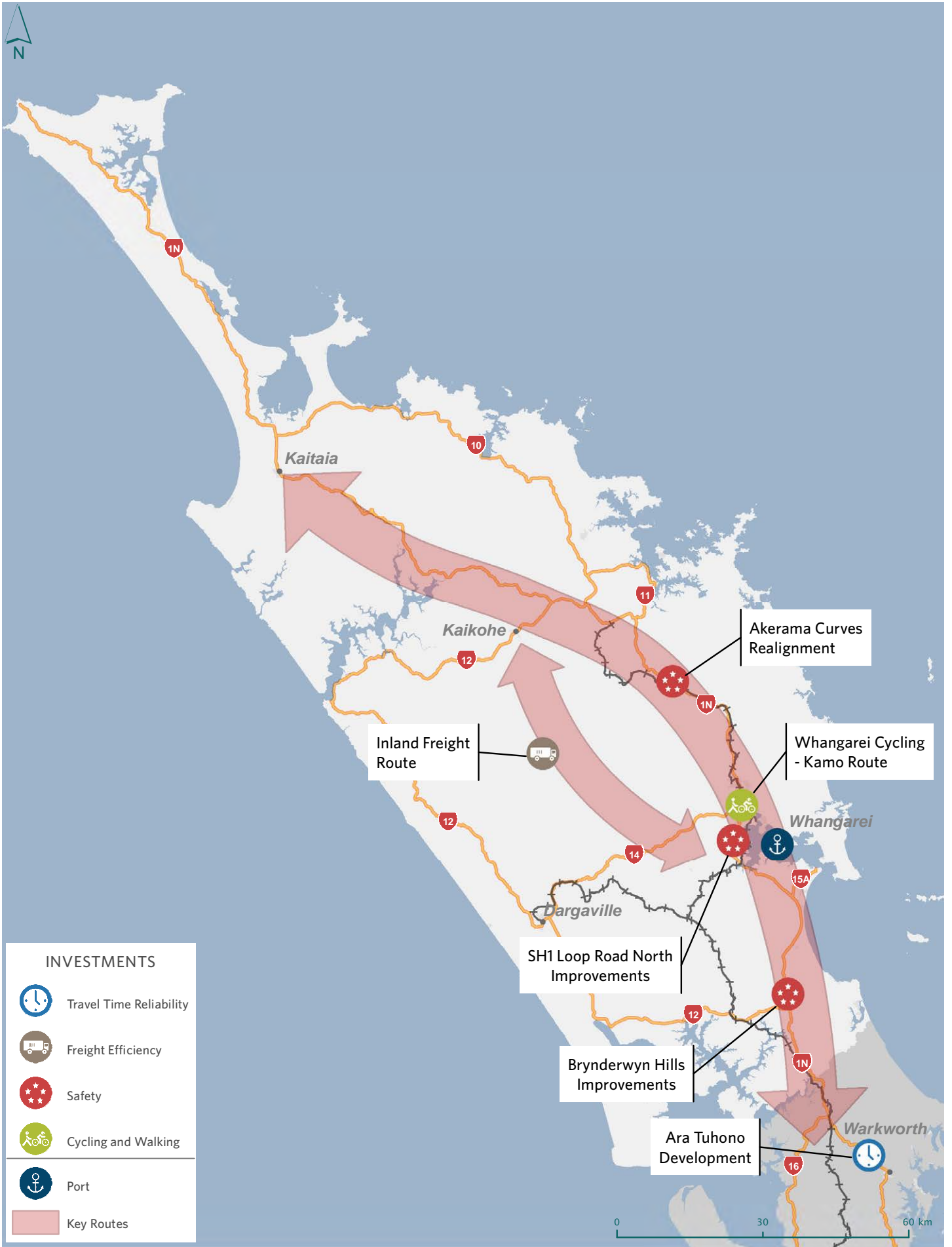
Tourism is also a major economic driver for Northland. The area's unique heritage and stunning coastlines are a draw for thousands of tourists and visitors each year.

To take advantage of these opportunities, Northland requires a reliable, resilient and safe transport network, within the region and beyond. Although Northland has a significant port, three airports and an extensive road network, its rail and road links

to Auckland and the rest of New Zealand are weak in parts. The region's challenging topography, difficult geology and high impact seasonal rainfall present particular challenges for the maintenance and operation of road and rail networks.

A total of \$460 million will be invested in Northland during the 2015-18 National Land Transport Programme (NLTP) period. This will contribute to the region's economic growth, improve transport network resilience and improve accessibility and road safety performance. In addition to funding the road network in Northland, the 2015-18 NLTP provides investment for growing public transport and encouraging cycling and walking.





2015-18 NLTP PRIORITIES

- Delivering improved travel reliability, safety and better quality of travel on the critical Whangarei to Auckland corridor. This investment is part of a long-term strategy to achieve fit-for-purpose levels of service on this key economic and community link to the rest of New Zealand.
- Delivering improved resilience and travel times for the Inland Freight Route from south of Whangarei to Kaikohe that will not only improve strategic linkages across the region, but also improve the resilience of the region's entire strategic road network.
- Investing in improving the resilience of the region's strategic roads through improved alternative routes, improvements to bridges and other structures, and increased investment in preventative works that reduce the risk of slips and surface flooding.
- Reducing deaths and serious injuries through ongoing investment in improvements and maintenance, focusing on the segments of road that have the highest risk.

KEY STRATEGIC RESPONSES

INVESTING IN FREIGHT EFFICIENCY

Given the economic significance of freight in the Upper North Island, transport funders will continue to invest in key freight routes, within the region and between Northland, Auckland and the rest of the Upper North Island.

The continued development of the Ara Tuhono-Puhoi to Wellsford project is a key initiative that will provide a safer and more resilient route for people and freight travelling from Auckland to Northland. \$48m has been approved for further investigations and procurement of the project, anticipated to be delivered via a Public Private Partnership (PPP), with construction beginning in 2016. By 2026 this investment will save up to 17 minutes in travel time between Auckland and Northland.

In recognition of the vital role the route plays in the economy, the NZ Transport Agency has proposed designating the Northland Inland Freight Route as a state highway, and will meet the \$5m per annum maintenance cost fully from the National Land Transport Fund. The 96km stretch, comprised of Te Pua Road, Mangakahia Road, Otaika Valley Road and Loop Road North, is currently a local road co-funded by district councils and the Transport Agency. It provides access between 50,000 hectares of production forest – about 25% of Northland's total – and North Port.

IMPROVING NETWORK RESILIENCE

With few alternative routes in the Far North, the state highways are a vital lifeline not just for the local community but for the economic wellbeing of Northland.

The Transport Agency will continue to deliver its suite of improvements through State Highway 1 in Whangarei to improve safety and journey time reliability. Key improvements such as the investment in the Ara Tuhono-Puhoi to Warkworth upgrade are critical for the economy of the region.

A total of \$13m is being proposed in the 2015-18 NLTP to address resilience issues at known vulnerable locations on the state highway network in Northland.

A number of safety and resilience improvements will be delivered along the State Highway 1 route between Auckland and Northland. Predictions estimate these improvements will result in 10 less serious injuries every 10 years on Northland's roads.

During the 2015-18 NLTP period, transport funders will consider how best to retain the strength and safety of main routes connecting communities. The analysis of the chosen corridors will include technical analysis and engagement with local communities, stakeholders, NZ Police and iwi. The results of the investigation effort will be realised in the 2018-21 NLTP.

The potential routes identified for further analysis include:

- State Highway 1 Whangarei to Bay of Islands
- State Highway 10 Taipa to Kaeo
- State Highway 10 Kerikeri to Waipapa
- State Highway 12 Hokianga Coast
- routes identified in the Kaitaia Growth Plan

The Government has committed to upgrading 10 one-lane bridges on state highways across the Far North. Four of these bridges have been included in the 2015-18 NLTP. Four of the remaining bridges are part of corridor studies and may be considered in future Regional and National Land Transport Plans. The Government may decide on an investment approach outside this funding stream for projects not currently included in the NLTP.





MAINTAINING THE NETWORK

Over the 2015-18 NLTP period the proposed local and Transport Agency investment in state highway and local road maintenance, operations and renewals is \$311m.

Investment in maintaining and operating Northland's local road network in the 2015-18 NLTP is 22% higher than the previous three years.

This additional investment recognises the increase in logging freight and its impact on Northland's freight routes.

The proposal to designate Mangakahia Road as a state highway reflects its role as a key freight route. As the Transport Agency is fully responsible for costs associated with state highways, this will free up local authority funding for other priority works.

This proposal is subject to Northland's councils entering into a collaborative agreement with the Transport Agency for joint asset management across the Northland road network. This commitment would enable improved journey management, better resilience and emergency responses, consistency in approach and improved cost effectiveness in delivery of road maintenance activities.

The Transport Agency and Northland councils are already working together to improve the asset management and operation of Northland's roads in response to growth in the forestry sector. Through taking a collaborative approach to investigating future forestry trends, the potential impact of logging traffic on Northland's roads is now better understood. This will help to inform future

transport investment decisions and ensure money is spent in the right places, in the right ways and at the right time.

Dust from unsealed roads has been identified as an issue on some Northland roads. While extensive sealing of low volume roads is not a sensible option, the 22% funding increase in local road operating and maintenance investment will enable localised dust mitigation measures.

Given the pressure on achieving value for money from maintenance activity funding, any maintenance cost savings identified by a council will benefit all stakeholders. Some of the savings can be redirected to councils where the condition of the network warrants an increase in maintenance investment, and there is strong evidence to support the increase.

MAKING JOURNEYS SAFER

Across New Zealand around \$3.2 billion is expected to be invested in the transport network over the next three years to deliver improved safety outcomes. Most of this expenditure will be directed at infrastructure improvements through the capital works programme, often where safety is one of the outcomes, along with travel time improvements. A proportion of this investment targets specific safety improvements, including high-risk intersections, pedestrian and cycling safety initiatives, speed management and education programmes.

Significant projects in Northland that will contribute to safety and journey time improvements include the Akerama Curves

realignment - part of the Government's Accelerated Regional State Highway Package - SH1 Loop Road improvements and the extensive work being undertaken on the northern side of the Brynderwyn Hills.

In 2013/14, the Transport Agency and councils invested over \$1.6m in promoting road safety in Northland following an increased road toll in 2012 and 2013. This was a 26% funding increase on the previous four years and we expect to invest another \$4.8m over the coming three-year period. Although progress is being made and Northland's safety record is improving, more work is needed to raise awareness of the impact that alcohol, drugs and speed are having on Northland's road toll.

Working with the NZ Police and investing together in road policing and road safety promotion is at the heart of the region's investment. Through targeted programmes we will work to address the factors contributing to crash-related deaths and serious injuries. These factors include speed, drink and drug driving, not wearing restraints, dangerous and careless driving, and high-risk drivers.

To respond to Northland's road safety concerns some of the initiatives to be undertaken in the 2015-18 NLTP period include:

- physical works at high-risk crash areas to reduce the incidence of deaths and serious injuries
- promotion of road-safety education and advocacy initiatives to reduce the potential for incidents of deaths and serious injuries
- development and promotion of fatigue and rest stops for tourists and truck drivers.

ENCOURAGING CYCLING AND WALKING

Cycling is a significant transport focus for Whangarei, whose vision is to be a district where cycling is easy, safe and enjoyable.

Over the next three years the Urban Cycleways Fund is expected to accelerate the completion of the Kamo Route flagship project, the final corridor in the primary cycle network. Whangarei has a strong focus on improving the safety of children cycling to school and encouraging more cycling amongst the city's youth. The proposed off-road shared path to Kamo will be a particularly important asset for the city as it passes by 14 schools. In partnership with Bike Northland and Bikes in Schools, the infrastructure planned for the next three years will also be supported by investment in cycle training and education.

Under current proposals the Onerahi and Raumanga-Maunu routes will also be completed. If it goes ahead, this cycling programme, which has a major focus on encouraging more children to safely cycle to school, will be supported by investment in cycle training and education.

Most of the planned cycleways include high-quality shared paths that will also benefit pedestrians.

It is expected that the total cycling and walking investment in Whangarei in the 2015-18 NLTP period will be \$5m. This includes \$2m of Urban Cycleways funding.

GROWING PUBLIC TRANSPORT

Whangarei's CityLink bus patronage has tripled since its inception in 2000. During the 2015-18 NLTP period it is proposed that almost \$6.5m will be invested by the Transport Agency and Northland Regional Council in public transport services and infrastructure. This is expected to result in a 10% increase in passenger trips over this period, amounting to a total of 354,000 passenger trips per year for the next three years.

INVESTMENT HIGHLIGHTS

- Improving state highways as well as local roads lies at the heart of most of Northland's key programmes. One continued focus is on improving the journey between Auckland and Whangarei to deliver more predictable journey times and address the ongoing safety issues. Key improvements such as the Ara Tuhono-Puhoi to Warkworth upgrade continue to move forward with \$48m allocated to move this project through the procurement phase for delivery as a potential PPP.
- The Transport Agency will continue to complete its suite of improvements through State Highway 1 in Whangarei, totalling \$35m, to make this trip faster, safer and more reliable.
- Maintaining a resilient network that can reliably provide for the transport needs of Northlanders during regular severe weather events continues to be a priority for the region. Over the next three years \$32m is available for low-cost works across Northland's roading authorities and it is expected that this investment will target areas of high resilience and safety risk.
- An extra \$2.9m investment from the Urban Cycleway Fund will allow the Kamo Route to be delivered even sooner than anticipated and provide a safer connection for school children travelling through this suburb into the city centre. In total \$5m in cycling investment will be made in Whangarei.
- Significant projects that contribute to safety and journey time improvements are the Akerama Curves realignment, the SH1 Loop Road improvements (subject to programming), and the extensive work being undertaken on the northern side of the Brynderwyn Hills.



DEVELOPING THE NATIONAL LAND TRANSPORT PROGRAMME

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Auckland



OVERVIEW

Achieving an effective and efficient transport system is central to supporting Auckland's future.

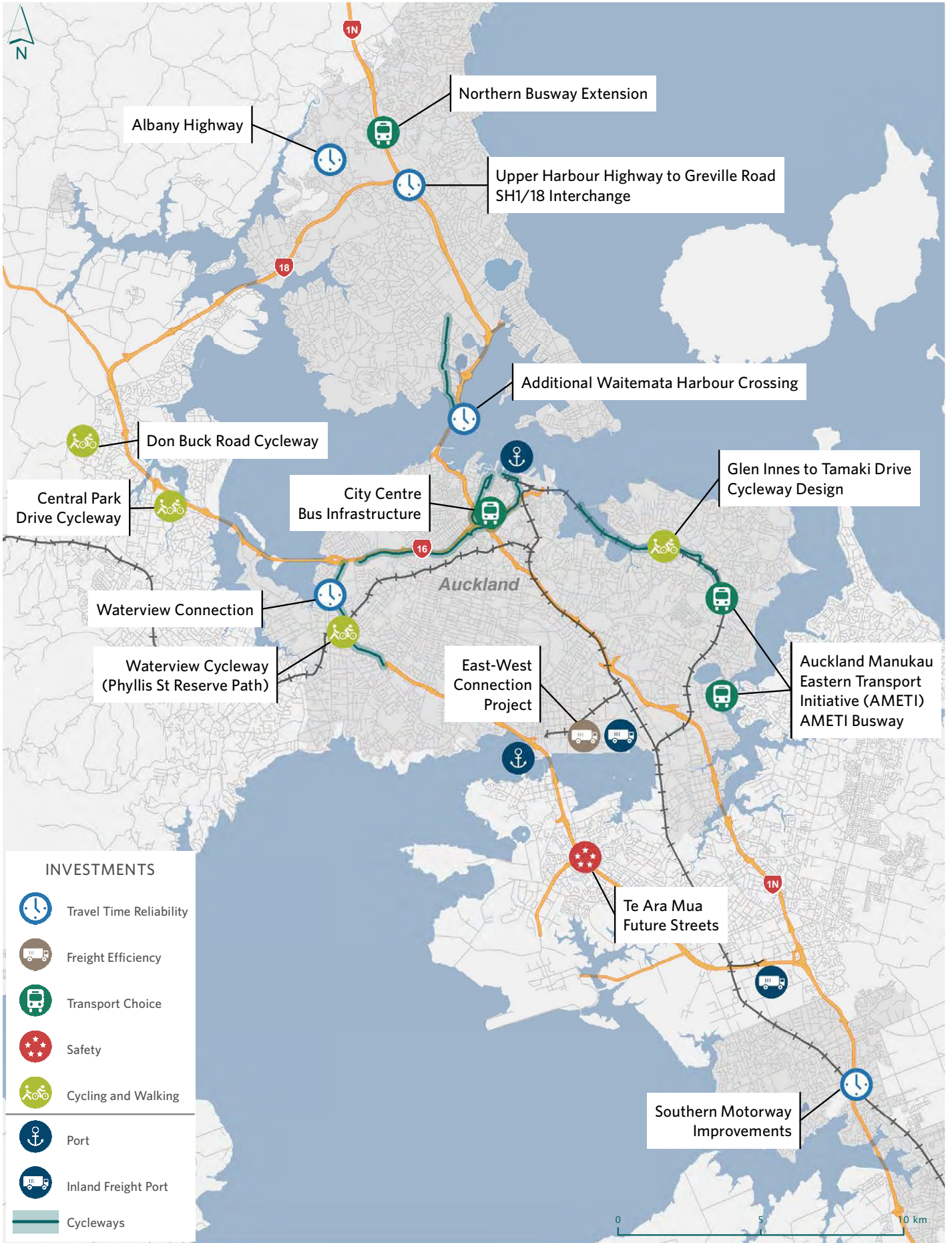
Auckland is home to a third of all New Zealanders. By 2030, almost 2 million people are expected to live in the city, compared to 3 million people living in the rest of New Zealand. Around 400,000 new homes will be needed to house the projected population growth and all of these new homes will need to have access to the transport network.

Auckland's transport network is complex, handling the demands of freight, general road traffic, public transport, cycling and walking. To support these demands, investment is needed to

maintain the existing network, to operate the network more efficiently and for building new infrastructure. Overall, investment from the 2015-18 National Land Transport Programme (NLTP) will be around \$4,223 million.

Partnerships are central to providing the best transport solutions. One of the NZ Transport Agency's goals is to integrate one network with KiwiRail and Auckland Transport for customers, connecting them seamlessly to their destinations, regardless of whether they are walking, cycling, driving, or using public transport. With customers at the forefront of transport investors' thinking, Auckland's approach to transport planning is to provide more integrated connectivity, both at an inter-regional and local level.





KEY STRATEGIC RESPONSES



MAINTAINING THE NETWORK

Keeping land transport networks available for people and freight to get where they want to go easily, reliably and safely is a primary objective of transport investment within and beyond Auckland. Over the 2015-18 NLTP period, local roads will receive \$614m and state highways \$346m for maintenance and renewals. This is an increase of around \$35m for the forecast local road spend over the last three-year period.

The Transport Agency is working with Auckland Transport to agree how the transport network will be maintained and operated to deliver the right level of service to meet the different needs on different parts of the network.

GROWING PUBLIC TRANSPORT

Fast-paced growth and a longstanding driving culture in New Zealand have resulted in severe road congestion being an ongoing issue for Auckland. Increasing road capacity cannot be the only solution to deal with road congestion, particularly in a growing city. More options, such as a strong public transport system, are necessary. With an increase of one million bus boardings from 2013 to 2015, Auckland is responding very well to the availability of public transport, with a 30% increase in patronage over the past 10 years.

Close to \$1 billion investment from Auckland Transport and the Transport Agency will be spent on public transport services in the 2015-18 NLTP period, as well as around \$176m on public transport improvements. This is expected to result in 88 million passenger trips per year over the next three years, representing a further 21% increase in patronage over the 2015-18 NLTP period.

Existing investment in the public transport network is already contributing to an increase in patronage. The first of Auckland's new electric trains, co-funded by the Transport Agency and Auckland Council, arrived in

mid-August 2013. The new trains contributed to the impressive increase in Auckland's rail patronage (60% between January 2013 and January 2015).

A ferry service connecting Hobsonville Point and Beach Haven with the Auckland downtown terminal was delivered in 2013 at a cost of \$1.2m, increasing the total number of Auckland's ferry trips by 5% and contributing to an increase of 100,000 monthly ferry boardings. This facility expands the reach of water-based public transport and adds to the city's multi-modal integrated public transport network.

The Auckland Manukau Eastern Transport Initiative (AMETI) package of projects is well underway, with the \$17.5m Panmure station and bus interchange officially opened in January 2014. This project contributed to the overall increase in bus patronage. As an example, the bus boardings for March 2015 were up by one million compared to those in March 2013.

More significant public transport investments are planned for the 2015-18 NLTP period including the Otahuhu Bus/Train Interchange, Te Atatu Motorway Bus Interchange, AMETI Stage 2A Panmure to Pakuranga Busway, and the public transport component of East West Connections.

Auckland has also been using Public Transport Operating Model (PTOM) tools to design and plan a simpler, better-connected bus network that offers more frequent and reliable access to more destinations. PTOM is about creating a collaborative partnership between the public transport operator and Auckland Transport to incentivise improved services to the community. The tendering of these services under new partnering contracts will start soon and roll out through a two-year period to provide improved public transport services for customers and increase patronage.

A key part of all Auckland's public transport plans is greater integration. The network is designed to enable interchanges between buses, the new electric trains and ferry

services. Over the past three years the Transport Agency and Auckland Transport made a significant investment in the development and roll-out of the HOP integrated ticketing scheme. The roll-out has been very successful with over half a million cards issued to date and almost three quarters of public transport patrons using a HOP card. In conjunction, Auckland Transport plans to introduce integrated fares so that travellers can make seamless journeys across public transport modes and services.

INVESTING IN FREIGHT EFFICIENCY

Approximately 50 million tonnes of road freight originates in Auckland, 80% of which remains within the Auckland region (1% is moved to the north and the remaining 19% is moved south). It is critical to the region's economy that the network supports this high freight demand and allows businesses to reliably predict travel times.

The proposed investment being made in the East-West Connections Project will provide more efficient, predictable and safe freight journeys to and from the Onehunga-Penrose area in South Auckland. The area has high volumes of freight traffic, with around 6,000 truck movements a day in Church Street alone. Delays in freight travel can create significant costs that are passed on to freight consumers and producers. Improving this critical transport link will help lift the economic performance of not only Auckland but New Zealand as a whole.

The East-West Connections Project would also improve the movement of freight between road and rail. Providing more timely and predictable road access to and from the rail network will help more freight reach its destination on time. The rail terminals in the Onehunga-Penrose area help load and unload around 4.6 million tonnes of rail freight each year, which is moved between Auckland, the rest of the New Zealand and the world. Much of this rail freight is moved by road for either the first or last leg of its journey, which means that efficient north to south and east to west road connections are vital for moving freight to where it is needed, when it is needed.

Ports also play an important role in New Zealand's freight economy. Their interconnectivity with the rest of the transport network is vital. Approximately one million containers are moved by Ports of Auckland every year. More than 90% of the sea cargo that comes into Ports of Auckland stays in Auckland.

MAKING JOURNEYS SAFER

Across New Zealand around \$3.2 billion is expected to be invested in the transport network over the next three years to deliver improved safety outcomes. Most of this expenditure will be directed at infrastructure improvements through the capital works programme, often where safety is one of the outcomes, along with congestion relief and travel time improvements. A proportion of this investment targets specific safety improvements, including high-risk intersections, pedestrian and cycling safety initiatives, speed management and education programmes.

The investment in Auckland regional road improvements could prevent 16 deaths and serious injuries per annum.

To support this investment the Transport Agency will be working with Auckland Transport and NZ Police to focus on a number of safety priorities including high-risk roads and intersections, vulnerable road users - such as pedestrians, cyclists and motorcyclists - excessive or inappropriate speeds and alcohol-impaired driving.

Over the 2015-18 NLTP period the Transport Agency and Auckland Transport's collective focus will be to invest in infrastructure, facilities and programmes of work that provide a safer environment for all road users, in which the chances of someone being seriously injured or killed on the network are drastically reduced. On the state highway network, a key focus will be to provide safer roads and roadsides on identified high-risk routes.

The Auckland Region has 35 of the country's most high-risk intersections. A programme of works is in place to progressively improve the safety of these through a combination of investment to upgrade the intersections, and enhanced enforcement through the use of speed cameras and, in some instances, red light cameras.

Investment in the region's local road safety programme in the next three years is expected to be around \$68m, split between speed management, minor improvements, safety around schools and other targeted safety improvements. In the same period over \$4m will be invested in pedestrian safety initiatives, around \$8m in cycling safety initiatives and around \$1m in motorcyclist safety initiatives.

ENCOURAGING CYCLING AND WALKING

Cycling in Auckland will be a key contributor to improving travel options in the city and increasing reliability across the transport network. With a focus on liveability and sustainability, Auckland Transport, Auckland Council and the Transport Agency are working together to create a future where anyone can feel comfortable riding a bike.

With a 20% increase in cyclist journeys and a 43% increase in the morning peak cycling count since 2011, cycling has become a transport mode of choice for an increasing number of people in Auckland, whether it is to get to work, to school or to the local shops.

In response to this trend and to encourage more people to cycle, the next three years will see a focus on delivering key sections of the Auckland Cycle Network.

The Auckland cycling programme will deliver new infrastructure and improve existing facilities for current and future cyclists. The Urban Cycleways Fund will accelerate the programme and help to deliver safe facilities in the city centre, key corridors to the east and west, as well as integrating cycling facilities with the New Lynn and Glen Innes public transport interchanges.

Significant cycling investment will also be made on the Northern Corridor and the North Western and Waterview Cycleways. New cycling facilities will also be constructed as part of major road projects, including the Te Atatu Road Upgrade and Southern Corridor improvements.

Education and promotional programmes will be progressed further to support any large scale infrastructure programmes. These will encourage more people to cycle more often.

Most of the planned cycleways include high-quality shared paths that will also benefit walkers.

The total cycling and walking investment in Auckland in the 2015-18 NLTP period is forecast to be \$91m. This includes \$28m of the Urban Cycleways Fund.



PREDICTABLE JOURNEYS

Knowing how long a journey might take is important for road users. The Transport Agency is looking at ways to make travel times more predictable. We are working to provide information that will help people make smart travel choices. This means understanding how and when people experience delays, and improving the availability of travel information so journeys can be planned in real time, with more confidence.

INVESTMENT HIGHLIGHTS

Over the 2015-18 NLTP period Auckland will see significant investment.

- The country's largest road project ever, the Waterview Connection, is on schedule for completion in 2017. It will link State Highway 20 from Auckland's southwest to State Highway 16, the Northwestern Motorway, providing the essential link between the two and an alternative route around the central Auckland isthmus. It will also provide the much needed complete motorway link between the CBD and Auckland International Airport. It is anticipated that the Waterview Connection will reduce journey times by up to 12 minutes in peak periods.
- A new statutory framework, new procurement and contracting tools (PTOM), together with current major investment in the rail network and the implementation of new service plans, have enabled a concerted inter-agency effort to improve the performance of the public transport system. The 2015-18 Auckland Transport roll-out of the new network design for buses, trains and ferries and other current improvements such as the HOP card system and the progression of integrated fares, underpin a better user experience. This will also drive better value for money for the almost \$1bn co-investment by Auckland Council and the Transport Agency in public transport services.
- Increasing freight volumes and anticipated economic and employment growth in the Onehunga-Penrose area will place increasing pressure on both the nation's supply chains and the local transport network. GDP (currently \$10bn) and the number of employees (currently 130,000) in the area are expected to increase by up to 30% over the next 10 years. The proposed East-West Connections project, a joint Transport Agency and Auckland Transport project, will create more reliable travel times and better transport connections for freight, business and public transport traffic.
- The Joint Transport Operations Centre (JTOC) in Auckland manages the response to incidents and events on the transport network. This includes informing customers of any impact to their journeys as a result of incidents and planned events. The JTOC uses various tools, including CCTV cameras and variable message signs, to keep traffic moving. The JTOC is a collaboration of Transport Agency and Auckland Transport capabilities, NZ Police and other emergency services, and is a key part of current operations. The JTOC will build on what it currently does by focusing more on proactive management of the network. This means collecting more information to give a better understanding of how the whole network is currently performing (including bus, road, train and freight). This will identify opportunities to give customers more options to make smarter choices both before they leave home, and during their journey.
- A further \$82m will be co-invested by the Transport Agency and Auckland Council in AMETI during the 2015-18 NLTP period. The \$1.3bn AMETI investment being delivered by Auckland Transport will deliver improvements across multiple travel modes. The programme includes significant improvements to roads, public transport services, public transport stations, transport interchanges and walking and cycleways. AMETI will also provide rapid transit via a busway between Panmure, Pakuranga and Botany town centres. Stage 1 has already been delivered at a cost of around \$200m, comprising Te Horeta Link Road, Panmure Transport Interchange, Ellerslie Panmure Highway and Mountain Road Bridge improvements. The Panmure Transport Interchange makes transfers between bus and rail much easier and, along with the new busway, is expected to reduce travel times between Botany and Britomart Transport Centre by up to 17 minutes.
- The Upper Harbour Highway to Greville Road Northbound three-laning is the first project to start construction as part of the Auckland Accelerated Programme of works to improve transport infrastructure in Auckland. This project forms the first stage of the Northern Corridor Accelerated Package of works which focuses on improving links to and from the Northern Motorway.
- A key feature has been the opening of a new section of continuous bus shoulder on the Northern Motorway to improve public transport journey times and reliability for the morning peak.
- Three projects in the Northern Corridor Package that will begin in the next three years – Northern Busway Extension, State Highway 1 Upper Harbour Highway to Greville Road and the State Highway 1/18 Interchange Upgrade – are expected to generate an aggregate travel time saving of almost half an hour per journey and prevent 10 anticipated deaths and serious injuries over the next 10 years.
- Albany Highway is a key regional arterial route servicing one of the main growth areas within Auckland. Auckland Transport's upgrade of the section between the Upper Harbour Motorway (State Highway 18) and Albany Expressway commenced in 2013 and is expected to be delivered in 2017 at a cost of \$70m. This stretch of road currently serves 15,000 vehicles per day, and this is forecast to rise to 20,000 vehicles per day by 2021 and up to 24,000 vehicles per day by 2031. The improvements are expected to shave off up to three and a half minutes per trip.
- The Ara Tuhono-Puhoi to Wellsford project will extend the four-lane Northern Motorway (State Highway 1) from its current end point at the Johnstone's Hill tunnels to Warkworth. This project will benefit both Auckland and Northland by providing a safer, more reliable state highway connection for road users, freight and tourists. Around 30,000 vehicles a day are expected to use the corridor by 2026, an increase from 19,700 in 2012. Despite higher traffic volumes, the project could mean a saving of almost 30 minutes per trip in peak periods.
- The Southern Corridor Improvements will upgrade the primary route between Auckland, Hamilton and Tauranga. The improvements along this section of State Highway 1 will include additional lanes to increase capacity into and out of Auckland, reducing travel times by nearly 30 minutes. Safety on the route is also expected to improve, with up to 11 deaths and serious injuries forecast to be prevented over a 10-year period.

CASE STUDY

FUTURE STREETS - TE ARA MUA



A number of organisations, including Auckland Transport and the Transport Agency, have teamed up with the Mangere-Otahuhu local board to fund an innovative community safety project called Te Ara Mua (Future Streets).

The \$7m project aims to transform the streets of central Mangere so that they are safer and easier for people to use, especially pedestrians and cyclists.

Mangere Central currently ranks fourth out of 275 Auckland communities for fatal and serious crashes. More than a quarter of these crashes involve pedestrians. Te Ara Mua aims to reduce this toll by 50-70% over 10 years.

For the past 18 months, the Te Ara Mua team has worked with the local community - who know their streets best - to understand road safety issues in the area and propose solutions. Reducing car speeds in areas used by pedestrians and cyclists was identified as a priority, as was improving cycle paths, pedestrian crossings, intersections and access to the town centre and schools.

As well as significantly improving safety in central Mangere, it is hoped that Te Ara Mua will result in more people cycling and walking - including school children, who will be provided with safer routes to school.

DEVELOPING THE NATIONAL LAND TRANSPORT PROGRAMME

The NZ Transport Agency has worked with Regional Transport Committees to support development of their Regional Land Transport Plans (RLTPs), which inform the development of the NLTP.

RLTPs span six years and are produced in consultation with the community. All submitted activities must contribute to the purpose of the Land Transport Management Act 2003 and be consistent with the Government Policy Statement on Land Transport (GPS).



For more information on the NLTP in this region and nationally, go to www.nzta.govt.nz/nltp

If you have further queries, call our contact centre on 0800 699 000 or write to us: NZ Transport Agency, Private Bag 6995, Wellington 6141

Waikato



OVERVIEW

The Waikato region forms a key part of the upper North Island, home to over half of New Zealand's population, employment and GDP. It also accounts for around 50% of the total freight volume and movement. An efficient, safe transport system is needed to support the increasing population and movement of goods to ensure the region can continue its significant contribution to the nation's economy and growth. Transport investment in the Waikato region is targeted to support significant residential growth, new industrial development and jobs, while also ensuring efficient freight movement and access to markets across New Zealand as well as the export ports of Tauranga and Auckland.

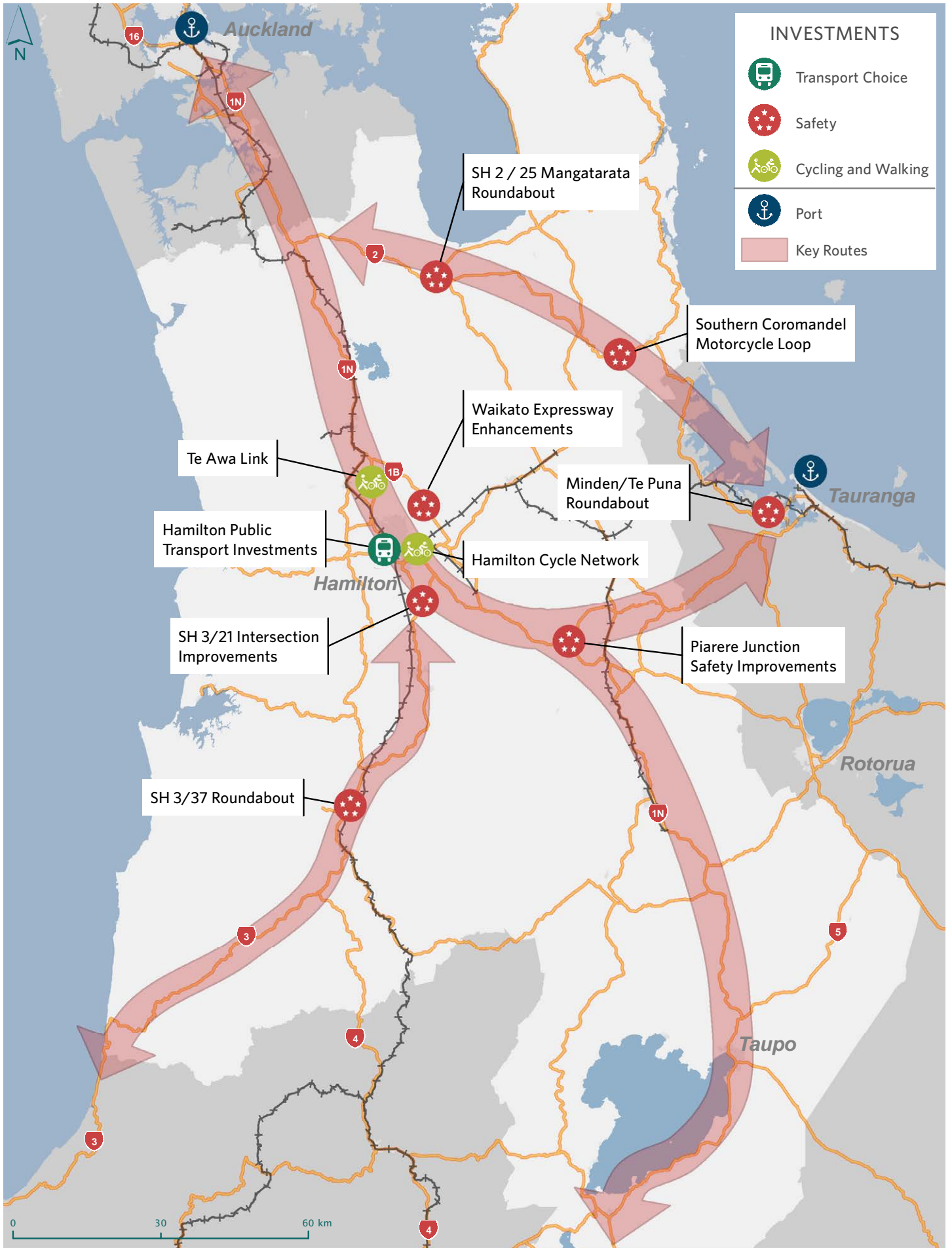
The population in and around Hamilton is projected to grow by 1.3% per annum, and in the North Waikato villages of Tuakau, Pokeno and Te Kauwhata similar growth rates are also predicted. This growth will put pressure on the capacity of the transport systems.

Land use intensification and change in use from forestry and dry stock to dairy in the South Waikato, and dairy to horticulture in the Hauraki Plains is bringing increased freight movement between farm, factory and ports.

As road freight across the upper North Island increases (forecast to increase by over 59% in the next 30 years), pressure will be placed on the key road and rail journeys that provide access within the region and beyond, particularly to international gateways like Port of Tauranga and Port of Auckland. Transport funders are focusing on investing in these key journeys to ensure safe and efficient freight movement to support the region's continued economic growth.

The Waikato region's road safety record is continuing to improve, with a downward trend in fatal and serious injury crashes. The NZ Transport Agency remains committed to improving the safety of the region's transport network, and will continue to deliver Safer Journeys and work with road safety partners to target areas of greatest risk.





JOINED-UP APPROACH TO TRANSPORT INVESTMENT

The Government, along with many individuals and businesses, invests in the region's transport system and shapes the performance, costs and experiences of people using it. The Transport Agency, KiwiRail, councils and NZ Police work closely together to deliver a consistent, predictable experience for the customer.

During the next three years around \$1,821 million is being invested in the Waikato, including \$542m in local road and state highway maintenance, operations and renewals, \$53m in public transport and \$7m in road safety promotion. Of improvements in the 2015-18 National Land Transport Programme, 56% will target economic productivity, while 32% will target safety outcomes. This investment also delivers social, environmental and resilience benefits to the region.

The investment focuses on supporting planned growth of the region's communities, particularly around Hamilton, while also ensuring efficient access to markets and international gateways for business and rural communities. Investing in key supply chain routes across the region and linking to the upper North Island is important to support economic growth and productivity.

Areas of focus will be: building on the recent investment in the Waikato Expressway, which will, on completion in 2019, bring a total of travel time savings of up to 35 minutes and a predicted reduction in deaths and serious injuries of around 36 over 10 years; additional investment in the completion of the Hamilton Ring Road; extension of Resolution Drive to join the Expressway; and an upgrade at the Hillcrest roundabouts will improve safety and enable significant planned business area growth in Hamilton North, Hautapu and Ruakura.



KEY STRATEGIC RESPONSES

MAKING JOURNEYS SAFER

Across New Zealand around \$3.2 billion is expected to be invested in the transport network over the next three years to improve safety. Most of this will be directed at infrastructure improvements through the capital works programmes, often where safety is one of the outcomes, along with congestion relief and travel time improvements. A proportion of this investment targets specific safety improvements including high-risk intersections, pedestrian and cycling safety initiatives, speed management and education programmes.

Working with NZ Police and investing together in road policing and road safety promotion is an integral part of the region's safe system approach. During the next three-year period together we will continue to target the factors contributing to fatal and serious injuries in the Waikato, including speed, drink and drug driving, not wearing restraints, high-risk driving, and high-risk drivers.

MAINTAINING THE NETWORK

Keeping land transport networks available for people and enabling freight to move easily, reliably and safely are primary objectives of transport investment in the existing road network across the Waikato.

Over the 2015-18 NLTP period, total maintenance and renewals investment in Waikato's 10 councils will be \$320m for local roads and \$222m for state highways. Based on good asset management planning, the level of investment has been agreed to ensure that

the transport network will be maintained and operated to deliver the right level of service to meet the different needs on different parts of the network. Recognition is given to the approach of a number of councils in the Waikato where efficiencies in maintenance delivery have been achieved. This has enabled increased investment in other areas where evidence shows there is a need for increased maintenance funding to respond to changing demand on those networks.

Given the pressure to achieve value for money from maintenance activity funding, any maintenance cost savings identified by a council will benefit all stakeholders. Savings can be redirected to councils where the condition of the network warrants an increase in maintenance investment, and there is strong evidence to support the increase.

GROWING PUBLIC TRANSPORT

Transport Agency and Waikato Regional Council investment in the public transport system provides people with travel choices and access to essential services in the Waikato region. The \$53m public transport programme will provide people with travel choice, particularly at busy times of the day.

Across the rest of the region, travel services are aimed at providing access to essential services in larger urban centres for those with limited access to other transport.

Over 4 million passenger trips are forecast to be made each year in Waikato during the 2015-18 NLTP period.

PHOTO CREDIT: WAIKATO REGIONAL COUNCIL



ENCOURAGING CYCLING AND WALKING

Ensuring people have choices about how they get around by having access to good cycling and walking networks is a priority for the region.

This NLTP includes co-investments with the Urban Cycleways Fund and Hamilton City council in Hamilton's Western Rail Trail, a flagship project connecting the south western suburbs into the centre of Hamilton. Under current proposals the next three years will also see the completion of the Te Awa link from Hamilton to Ngaruawahia in partnership with the Urban Cycleways Fund, Waikato District Council and Te Awa River Ride. Other new cycleways are planned along Ohaupo Road (State Highway 3). The completion of these projects will contribute to the delivery of the Hamilton Biking Plan and will be supported by road safety and promotional activities. Most of the planned cycleways include high-quality shared paths that will also benefit pedestrians.

It is expected that the total cycling and walking investment in Waikato in the 2015-18 period will be \$7m. This includes \$4m from the Urban Cycleways Fund.

INVESTING TO IMPROVE CUSTOMER JOURNEYS

The **Auckland to Tauranga via Hamilton** journey is a high-volume freight route for the country. Our focus is on having an efficient route for freight, with travel time savings where appropriate, plus providing a safe, predictable and reliable journey.

With its partners and stakeholders the Transport Agency will continue to invest in this journey over the next three years. This includes completing and opening more sections of the Waikato Expressway and completing the Hamilton Ring Road. These investments forecast travel time savings of up to 23 minutes, as well as improving safety for customers on the journey.

Within this journey, the Waikato Expressway is predicted to deliver travel time savings of up to 35 minutes when fully complete. A portion of this travel time saving has already been achieved through 2012-15 investments, such as the opening of the Ngaruawahia and Te Rapa sections.

Other work is underway to determine how to make the journey more efficient, even with forecast growth, including in areas such as south Auckland to north Waikato and on the State Highway 1/29 part of the key journey from Hamilton to Tauranga. These investigations are also looking at how the road and rail network can complement each other as freight volumes increase and local growth pressures around Hamilton increase.

In this period safety improvements are also expected to be made on State Highway 1 between Cambridge and Piare (State Highway 1/29 intersection).

Improved safety and more reliable travel times are the focus for the important **Pokeno to Tauranga via Waihi** key journey. Recent improvements have included the Mangatarata State Highway 2/25 roundabout and speed management on some stretches of the journey. Looking ahead, the focus remains on working with partners and stakeholders including the NZ Police to improve road safety for motorists. Improving safety on the Pokeno to Mangatarata and Waihi to Tauranga routes is a focus, where work is being carried out to improve high-risk intersections along the journey, such as the \$7m investment in the Minden Te Puna intersection on State Highway 2 in the Bay of Plenty.

Along the **Hamilton to New Plymouth via Awakino** journey the Transport Agency's focus on reducing deaths and serious injuries and providing predictable travel times remains. Recent investments include the construction of the roundabout at State Highway 3/37 Waitomo to improve safety. Further investment will improve high-risk intersections such as State Highway 3/21 south of Hamilton near the airport. During the next year further investments are expected to be announced that will improve resilience and safety outcomes through the Awakino Gorge.

CASE STUDY

INVESTING IN MOTORCYCLE SAFETY

The 130 kilometre-long Southern Coromandel loop is a magnet for motorcyclists. It combines breath-taking scenery with twisting roads and tight corners.

However, the route has seen a disproportionate number of motorcycle crashes. Between 2009 and 2013, motorcyclists accounted for 42% of the fatal and serious crashes along the route, yet they made up only 2% of road users.

To turn this around, the Transport Agency teamed up with the Motorcycle Safety Advisory Council, ACC, the Thames-Coromandel and Hauraki district councils, Waikato Regional Council, NZ Police and motorcycling user groups.

The Safer Rides team has overseen a range of safety improvements aimed at:

- keeping riders on their bikes with new road markings and upgraded signage around some deceptive corners, improved surface condition as well as work to improve visibility
- creating a more forgiving environment by removing or modifying various roadside hazards to help reduce the severity of potential injuries if riders crash
- getting injured riders access to medical treatment as quickly as possible when crashes do occur

Innovative road markings, known as perceptual countermeasures, were used on five particularly deceptive curves on the route in order to reduce riders' speed on the approach and improve their lane positioning. These markings help signal to riders that the curve ahead is getting tighter and the lane narrower.

Four emergency helicopter landing pads were installed on State Highways 25 and 25A between Kopu and Whangamata, in consultation with the Westpac rescue helicopter service. Improvements in cell phone coverage also ensure that emergency services can be on the scene quickly if crashes do occur.

Other popular motorcycle routes in the region have been earmarked for similar work, including the Northern Coromandel loop and Pokeno to Raglan.

As with the Southern Coromandel Motorcycle Safety Demonstration project, the northern section of the loop will be co-funded by the Transport Agency and MSAC. The Transport Agency investment will be up to \$3.7m and additional costs of specific interventions will be funded by the MSAC.

The Pokeno to Raglan route is primarily on Waikato District Council roads and is used by motorcyclists travelling from the Auckland area and beyond to Raglan. Pokeno to Raglan is also over-represented with motorcycle crashes. Waikato District has a programme of minor improvement works over the next three years to address motorcycle safety. MSAC has also expressed interest in co-investing in this project.

Although it is too early to formally measure the success of the investment, initial feedback from riders of the Southern loop has been positive. Early analysis of the effect of the perceptual countermeasures indicates that riders are reducing their speed and improving their lane position.



RATA - EFFICIENT ROAD MAINTENANCE

In the Waikato, the region's mayors have set up RATA (Road Asset Technical Accord) to save money and work smarter. This agreement between Waikato's councils enables greater co-operation in planning and delivery of road maintenance on the local council roads.

Working under the umbrella of the Waikato Mayoral Forum, RATA is focused on shared services, more advanced procurement procedures and the development of the One Network Road Classification.

Initial work involves reviewing road reconstruction and resealing programmes to assess the merits of each council's approach. Future projects include a shift to LED street lighting, and developing a consistent approach to the maintenance and improvements to unsealed roads and asset management database support.

DEVELOPING THE NATIONAL LAND TRANSPORT PROGRAMME

The NZ Transport Agency has worked with Regional Transport Committees to support development of their Regional Land Transport Plans (RLTPs), which inform the development of the NLTP.

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Bay of Plenty



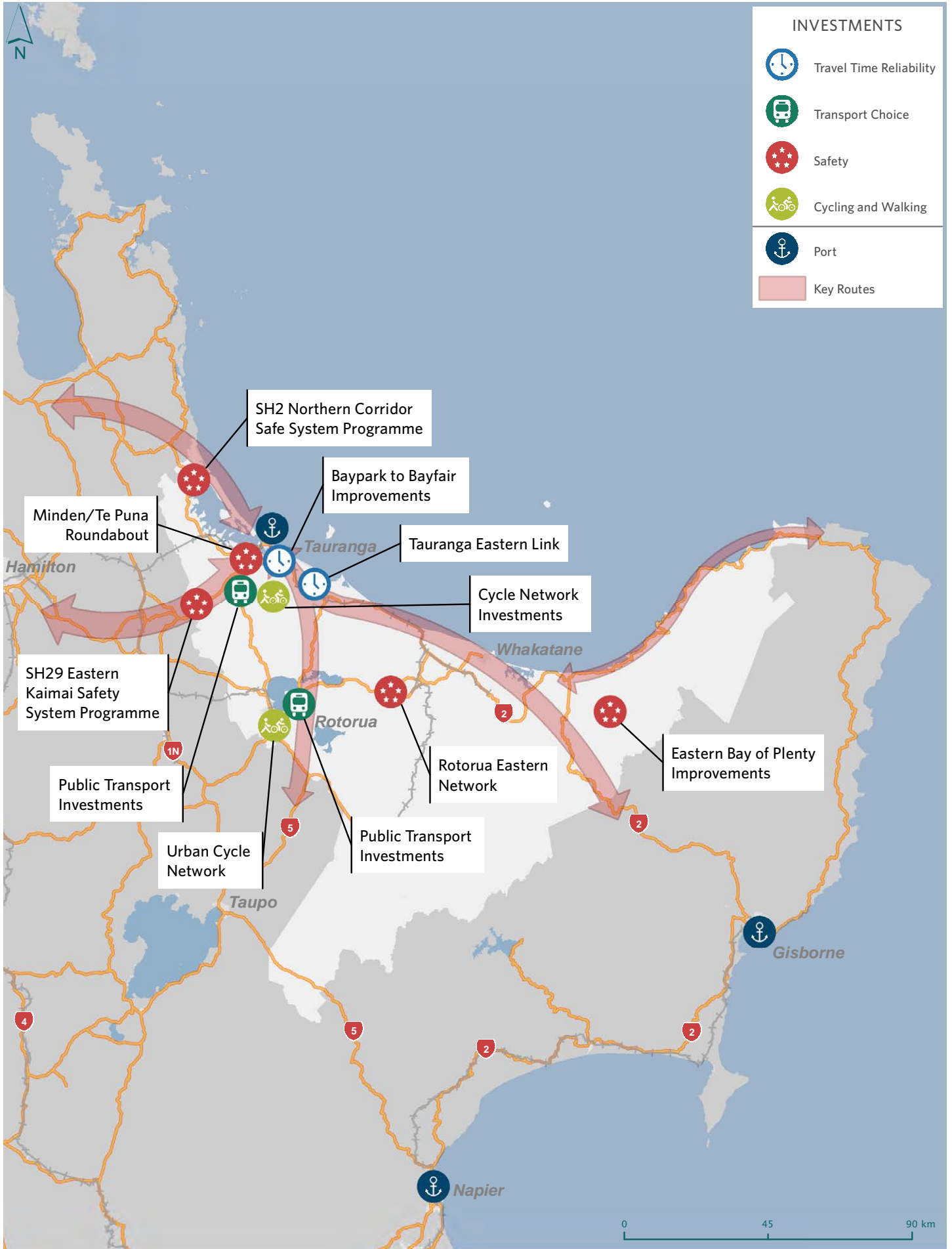
OVERVIEW

Transport investment in the Bay of Plenty is targeted to support significant residential growth, new industrial land development and jobs, while also ensuring efficient freight movement and access to the Port of Tauranga. The region is a key part of the upper North Island, which is home to over half of New Zealand's population, employment and GDP. Over 50% of New Zealand goods either originate in, or are transported to, the upper North Island, and this is expected to keep growing significantly. An efficient, reliable and safe transport system is needed to support this growing population, and the movement of goods, and to ensure the region can maintain its significant contribution to New Zealand as a whole.

The region's population is expected to grow at around 1% each year, with more people moving into urban areas in Tauranga and the Western Bay of Plenty. Road freight across the upper North Island is forecast to increase by over 59% in the next 30 years, bringing with it increasing pressure on the key road and rail journeys to and from the Port of Tauranga.

The region is also a popular tourist destination, with Rotorua one of the country's top five tourist attractions. It is important that the region's transport network provides safe and reliable journeys for the growing number of visitors to the region, as well as for those who travel beyond it.





KEY STRATEGIC RESPONSES

TAKING A JOINED-UP APPROACH TO TRANSPORT INVESTMENT

Many individuals, businesses and government invest in the region's transport system and shape its performance, costs, and experiences of all who use it. The NZ Transport Agency, councils, KiwiRail and NZ Police work closely to ensure a joined-up transport system.

During the next three years around \$591 million will be invested in the Bay of Plenty, including \$244m in local road and state highway maintenance, operations and renewals; \$45m in public transport service and infrastructure in Tauranga and Rotorua; \$9m in cycling and walking, including \$5.3m of Urban Cycleways funding; \$4.9m in road safety promotion; \$255m in local road and state highway improvements; and \$30m in regional improvements (including crown funds). Of the local road and state highway improvement programme around 55% will target safety improvements while 45% will target travel time benefits. This investment also delivers wider social, environmental and economic benefits to the region.

Transport investment will help support planned growth in the region's cities particularly in the Western Bay of Plenty, while also ensuring efficient access to the Port of Tauranga and to outer areas for those living rurally. It also supports access of produce from the more rural areas like Eastern Bay of Plenty to the Port. The Transport Agency is continuing to work with councils to ensure that the local road and state highway networks function in an integrated way to deliver this growth, for example through integrating future land use and transport networks in Tauranga's growing eastern suburbs.

Investing in key supply chain routes across the region and inter-regionally is important for the region's economic growth and productivity. Areas of focus will be: building on the recent investment in Tauranga's eastern corridor including the Tauranga Eastern Link; investing in the Baypark to Bayfair intersection improvement; and looking at the future needs in the approaches to Rotorua and Tauranga.

INVESTING IN FREIGHT EFFICIENCY

Tauranga City is home to the Port of Tauranga, one of New Zealand's major freight gateways to the world. It plays a central role in both national and international supply chains. It is the country's largest export port by volume (mainly kiwifruit, forestry and dairy products) and second largest container port. Its business sees 8.6% of GDP and almost a quarter of the country's imports and exports.

The key journey from Tauranga to Auckland via the Waikato is a nationally important high volume freight route. The Transport Agency's focus is on having an efficient route for freight, plus providing a safe, predictable and reliable journey.

MAKING JOURNEYS SAFER

Across New Zealand around \$1.2 billion is expected to be invested in the transport network over the next three years to deliver improved safety outcomes. Most of this expenditure will be directed at infrastructure improvements through the capital works programme, often where safety is one of the outcomes, along with congestion relief and travel time improvements. A proportion of this investment targets specific safety improvements, including high-risk intersections, pedestrian and cycling safety initiatives, speed management and education programmes.

Improving road safety across the Bay of Plenty remains important, although the region's road safety record is trending downwards with a falling number of deaths and serious injuries on the roads. Delivering 'Safer Journeys' will be an area of focus for the 2015-18 National Land Transport Programme (NLTP) period, including work with the NZ Police to better target their activity in the region and wider Police district to areas of greatest risk.

Through the regional road safety programme administered by councils, around \$4.9m will be invested in road safety promotion activities targeting key regional issues and complementing national campaigns.

Some of the programmes include road safety along the Tauranga to Pokeno via Waihi key journey and the rural safety focused Eastern Bay of Plenty signature project.

Working with NZ Police and investing together in road policing and road safety promotion is at the heart of the region's investment. Together through targeted programmes the Transport Agency and partners will work to address the factors contributing to crash-related deaths and serious injuries in the Bay of Plenty. These factors include speed, drink and drug driving, not wearing restraints, dangerous and careless driving, and high-risk drivers.

GROWING PUBLIC TRANSPORT

The Transport Agency and Bay of Plenty Regional Council are increasing investment in public transport in Tauranga by \$8.5m to provide school students with public transport choices to get to and from school and to ease congestion for all road users at peak travel times. Investment is also being made in public transport in Rotorua.

Public transport investment in the 2012-15 NLTP period contributed to a 25% increase in passenger trips over the previous three years.

The 2015-18 NLTP public transport investment in Tauranga and Rotorua is estimated to be around \$45m in the 2015-18 period. During this time it is forecast that passenger trips will increase by 29%, meaning over 4 million passenger trips are expected to be made in Rotorua and Tauranga per year for the next three years.



PHOTO CREDIT: BAY OF PLENTY REGIONAL COUNCIL

ENCOURAGING CYCLING AND WALKING

Cycling and walking networks in the main urban centres are seeing increased investment, which will give people more choices about how to get around and help make the most of the existing transport network. In Tauranga, the focus will be on completing key missing network links, while also addressing safety issues particularly at intersections in the urban cycling network. In Rotorua, the investment is targeted to accelerate the 'Cy-Way' programme, which aims to be a catalyst for more people to choose to walk or cycle to work, to school, to shops and for recreation as well as tourism attractions.

It is expected that the total cycling and walking investment in the Bay of Plenty in the 2015-18 NLTP period will be \$9m. This includes \$5.3m from the Urban Cycleways Fund.

MAINTAINING THE NETWORK

Keeping land transport networks available for people to get where they want to go easily, reliably and safely is a primary objective of transport investment within and beyond the Bay of Plenty. Over the 2015-18 NLTP period, local roads will receive \$141m and state highways \$103m for maintenance and renewals. This is an increase of around \$6m for forecast local road expenditure over the last three-year period. The Transport Agency is working with councils in the Bay of Plenty to agree how the transport network will be maintained and operated to deliver the right level of service to meet the different needs on different parts of the network.

Given the pressure to achieve value for money from maintenance activity funding, any maintenance cost savings identified by a council will benefit all stakeholders. Savings can be redirected to councils where the condition of the network warrants an increase in maintenance investment and there is strong evidence to support the increase.



INVESTMENT HIGHLIGHTS

- Increased investment in urban cycling and walking – in Tauranga completing key missing network links, and addressing safety issues particularly at intersections, and in Rotorua, accelerating the 'Cy-Way' programme which aims to get more people to cycle or walk.
- Teaming up with stakeholders in Tauranga to extend the public transport network and transition urban school bus services into an integrated network over the next three years. The aim is to reduce congestion and maintain journey time reliability and improve the effectiveness of the public transport investment in Tauranga. To achieve this, an additional \$22m is planned to be invested over the next 10 years with \$8m in the 2015-18 NLTP period. Benefits are expected for all road users, and it is expected up to 5 minutes travel time may be saved on highways and more than 3 minutes across the wider roading network.
- In recognition of the inter-regional dependence between the Bay of Plenty and Waikato, the Transport Agency, partners and stakeholders will continue to invest in the Tauranga to Auckland via the Waikato key journey in the next three years. This includes introducing electronic tolling to Tauranga's Route K (called Takitimu Drive Toll Road from August) and investigating how to make the journey easier to travel through areas like Tauriko and on the State Highway 29 regional part of the journey generally.
- Recent state highway and local road investments across the entire journey including those in the Waikato Expressway and the Hamilton Ring Road with Hamilton City Council are benefiting the region through delivering greater travel time savings (up to 23 minutes from investment in the 2015-18 NLTP) as well as improving safety for customers on the journey.
- Within this journey, the Waikato Expressway is predicted to deliver a total of 35 minutes when fully complete, noting a portion of this travel time has already been achieved through 2012-15 NLTP investments such as the opening of the Ngaruawahia section in 2013.
- Other planned work within this journey such as the State Highway 29 Eastern Kaimai Safe System programme and improvements to the Pairere intersection will also improve safety. 2015-18 NLTP investment across the whole journey is expected to prevent 36 deaths and serious injuries every 10 years.
- Investigating how the road and rail network can complement each other, the scale and shape of future freight in the Bay of Plenty, and the local growth pressures on to the outskirts of Tauranga is also planned.
- Investment of over \$60m in Route K in 2015, combined with the Pyes Pa Bypass improvements, is a further example of enabling substantial growth in local housing and jobs while also ensuring efficient freight journeys and a travel time saving of up to 10 minutes.



- Improved safety and more reliable travel times are the focus for the key journey between Pokeno and Tauranga via Waihi. The route has the 14th highest-risk state highway stretch in the country with 69 deaths and serious injuries from Waihi to Tauranga in the last five years.
- A further \$12m is being invested in the short term to reduce safety risks. This includes the Minden/Te Puna intersection improvement (\$7m) and work to better understand how to ensure safer and more reliable journeys, especially between Tauranga to Waihi and Mangatarata to Pokeno. The 2015-18 NLTP investment across the entire journey forecasts a prevention of 58 deaths and serious injuries every 10 years.
- The journey from the East to the Port of Tauranga continues to benefit from significant investment in the magnitude of \$750m – including Harbour Link, Hewlett’s Road Flyover, the soon to be completed \$455m Tauranga Eastern Link and Baypark to Bayfair intersection improvement. This investment will enable substantial local residential and industrial development and maintain efficient access to the Port from the Eastern Bay and central North Island. When the Baypark to Bayfair intersection improvements are completed, the whole of journey benefits will include travel time savings of around 14 minutes.
- As part of the Government’s Accelerated Regional State Highway Package the Transport Agency is continuing to work with Rotorua Lakes Council to develop its spatial plan and identify transport implications.

CASE STUDIES



PHOTO CREDIT: BAY OF PLENTY REGIONAL COUNCIL

TAURANGA BUS SERVICES

Organisations including the Bay of Plenty Regional Council, schools, Ministry of Education and the Transport Agency have teamed up with support from Tauranga and Western Bay of Plenty councils to extend the public transport network in Tauranga and transition urban school bus services into an integrated network over the next three years. This is being done as a result of the long-signalled stopping of Tauranga urban school bus services from the end of 2014 by the Ministry of Education.

With the potential for 5,200 students a day on school buses, without a managed transition for these students there could be increased road congestion and overloading of existing services on Tauranga’s transport network.

The aim is to reduce congestion and maintain journey time reliability particularly within Tauranga’s central urban area. It is also to improve the effectiveness of the public transport investment in Tauranga through integrating school and urban bus networks into the city’s transport system. To achieve this, an additional \$22m is planned to be invested over the next 10 years with \$8m in the 2015-18 NLTP period.

Benefits are expected for all road users, not just those using buses. By better managing morning congestion on key parts of the road network it is expected that up to 5 minutes travel time may be saved on highways and more than 3 minutes across the wider road network.

STATE HIGHWAY 2 SAFETY

Driving on State Highway 2 north of Tauranga requires careful concentration. The road to Katikati is a narrow two-lane rural highway with many direct property and road accesses. There are competing and growing demands from local people who want to make quick trips to and from town, agricultural vehicles that service the horticultural sector, local freight vehicles, and tourists and other road users. The Bay of Plenty is over-represented in centre line and intersection crashes.

The Transport Agency, Tauranga, Western Bay of Plenty, and Waikato District councils and the community are working together to develop a Safe System approach to improve safety on the State Highway 2 Northern Corridor between Tauranga and Pokeno with a particular focus on the corridor between Bethlehem and Omokoroa and on to Waihi. The aim is to understand community perspectives and needs, and implement solutions that reduce the number of crashes and create a more forgiving road environment.

There has been regular investment over time to improve the quality of the road, with the most recent being the removal of a series of sharp curves near Athenree Gorge in 2014.

A further \$12m is being invested in the short term to reduce risks of centre line and intersection crashes and to make the road side more forgiving of driver error. A \$5m investment has seen 70 different sites treated to remove hazards such as trees to make it easier for people to see oncoming vehicles at intersections, and to install wide centre lines to reduce the risk of head-on crashes. Additional sections of guard rail have been installed to prevent run-off-road crashes. The remaining \$7m will provide a roundabout at the intersection of State Highway 2/Te Puna Road and Minden Road, with construction to start later this year.

DEVELOPING THE NATIONAL LAND TRANSPORT PROGRAMME

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Gisborne



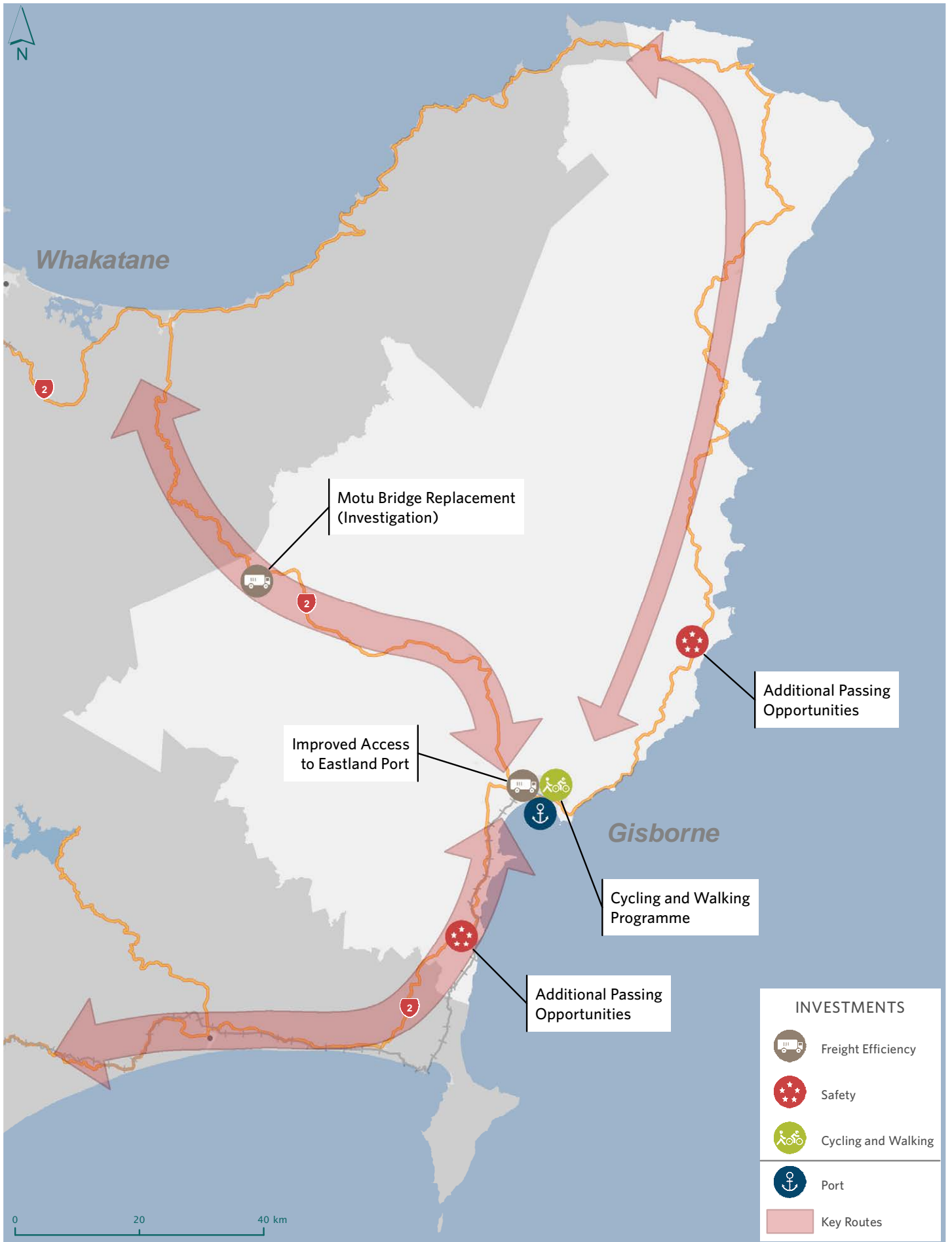
OVERVIEW

Investment in the Gisborne region from the 2015-18 National Land Transport Programme (NLTP) is primarily focused on developing and maintaining a resilient transport network. Roads in the region are a lifeline for the local population and enable the efficient movement of freight, on which the economy depends.

Acknowledgement is given to the affordability issues faced by Gisborne Council in maintaining a large and dispersed road network that is heavily used by freight.

A total of \$120 million will be invested in the region's transport network during the 2015-18 NLTP period. Investment in capital works will increase by \$11m to \$21m, with a significant focus on state highway and local road improvements. Of this total, \$5m will be spent on cycling and walking projects and \$1.5m on public transport.





KEY STRATEGIC RESPONSES

INTEGRATED TRANSPORT PLANNING

For the past three years the Transport Agency and Gisborne District Council have taken a collaborative approach to road maintenance in the region. The Tairāwhiti Roads joint venture enables the Transport Agency and Council to take a one network approach to continuous improvement of the management of Gisborne's state highway and local road network. The partnership ensures the best value for money solutions are procured, and is expected to deliver between \$1.7m and \$4.3m savings per year.

INVESTING IN FREIGHT EFFICIENCY

Forestry is the dominant industry in the Gisborne region and the economy relies on the efficient, safe and reliable movement of freight.

The 2015-18 NLTP includes funding for provision of additional High Productivity Motor Vehicle (HPMV) routes from Gisborne to the Hawke's Bay, with a focus on key journeys between forest harvesting areas and Eastland Port. This is an important programme of works, enabling permitted trucks to weigh up to 62 tonnes and allowing more freight to be carried on fewer trucks. The HPMV work programme includes bridge strengthening, such as replacing the Mata Bridge deck.

The completion of the HPMV work programme will also improve safety by reducing the effects of freight movements on the urban environment, as a conflict between heavy vehicles and vulnerable road users continues to be a concern for the community and road controlling authorities.

MAINTAINING THE NETWORK

On going maintenance of the transport network is key for the Gisborne region. In the 2015-18 NLTP period \$96m is earmarked for maintenance of the Gisborne network. The work will be planned and delivered collaboratively, through the Tairāwhiti Roads joint venture, to achieve appropriate levels of service and best value for money.

Over the next three years an integrated one network approach will be reflected in the classification and management of both state highways and local roads, through the implementation of the One Network Road Classification.

IMPROVING NETWORK RESILIENCE

A total of \$6m is being invested through the 2015-18 NLTP to improve the resilience of inter-regional state highways to deliver efficiency outcomes for the Gisborne region. This work includes the Tauwhareparae road raising project, which has been designed to increase resilience to weather and reduce the number of road closures that can impact freight, school and commuter traffic.

Improvements in local road management have enhanced the resilience of the Gisborne transport network to severe weather that can affect the region. This proactive approach has reduced expenditure on emergency works and will ease pressure on councils' expenditure. The joint Transport Agency and Gisborne District Council team, Tairāwhiti Roads, will continue to use maintenance investment to carry out necessary drainage works.

GROWING PUBLIC TRANSPORT

Gisborne District Council was one of the first to implement the Public Transport Operating Model (PTOM). PTOM is about creating a collaborative partnership between the public transport operator and the council, in order to incentivise improved services to the community. During the last three years the district council successfully improved the value of their two main services through improving the standards of the service routes, bus fleet and facilities. The focus of the next three years will be on monitoring the new city and school bus services and a review of fare levels and structures.

Gisborne District Council and the Transport Agency are promoting the use of multiple transport options, including public transport, cycling and walking through the joint delivery arm Tairāwhiti Roads. Through changes to the public transport services truancy numbers are being reduced. The Transport Agency and Gisborne District Council are investigating options to jointly brand buses, as an extension of our existing collaborative relationship and to reflect the shared investment in these services.

The total investment in public transport over the 2015-18 NLTP period is forecast to be \$1.5m. This investment is focused on maintaining and improving existing public transport services in Gisborne.

Over the 2015-18 NLTP period around 139,500 passenger trips will be made in Gisborne every year.

MAKING JOURNEYS SAFER

Across New Zealand around \$3.2 billion is expected to be invested in the transport network over the next three years to deliver improved safety outcomes. Most of this expenditure will be directed at infrastructure improvements through the capital works programme, often where safety is one of the outcomes, along with congestion relief and travel time improvements. A proportion of this investment targets specific safety improvements, including high-risk intersections, pedestrian and cycling safety initiatives, speed management and education programmes.

Deaths and serious injuries from road and rail crashes impose high social and economic costs on the region. In the five-year period from 2009 to 2013, 16 people died on Gisborne's roads with a further 96 suffering serious injuries. Although these figures are concerning, they show a downward trend on the five-year period 2006 to 2010.

Working with the NZ Police and investing together in road policing and road safety promotion is at the heart of the region's investment. Together through targeted programmes the Transport Agency and NZ Police will work to address the contributing factors to crash-related deaths and serious injuries. These factors include speed, drink and drug driving, not wearing restraints, dangerous and careless driving, and high-risk drivers.

Investment in Gisborne during the 2015-18 NLTP period will include \$4m on improving safety. Initiatives include supporting engineering projects that are focused on reducing accidents at historic sites, and ensuring all road users are considered as part of the Eastland Port project.

PROTECTING THE ENVIRONMENT

Tairāwhiti Roads will be implementing a programme to convert street lighting to the new low-energy LED technology around the region. The LED technology will provide maintenance and energy cost savings, while providing a better quality of lighting for road users.

LED street lights come on instantly and last up to six times longer than traditional street lights. An Energy Efficiency and Conservation Authority (EECA) commissioned report estimates that switching to LED lights could save the country \$10m in operational costs each year.

ENCOURAGING CYCLING AND WALKING

A cycling and walking programme, developed from the Gisborne District Council's Walking and Cycling Strategy, is being implemented. There has been growth in cycling and walking numbers in and around Gisborne. Further development of the cycling and walking network will occur during the 2015-18 NLTP period.

Cycling and walking in Gisborne contribute to improving transport options, providing a more efficient and integrated transport network, improving health, economic and social outcomes, and improving liveability.

Under current proposals, cycle investment will be focused on the Wainui-CBD route, including improved cycle facilities on both the state highway and the local road network. If progressed, these upgrades will be complemented with education and promotion through the Bikes in Schools programme.

It is expected that the total cycling and walking investment in Gisborne in the 2015-18 NLTP will be \$5m. This includes \$1.3m from the Urban Cycleways Fund.

PLANNED INVESTMENT HIGHLIGHTS

- The total investment in public transport over the 2015-18 NLTP period is forecast at \$1.5m.
- Investment in cycling and walking in Gisborne in the 2015-18 NLTP is estimated at \$5m. This includes \$1.3m from the Urban Cycleways Fund.
- The Government's Accelerated Regional State Highway Package has funded the construction of additional passing opportunities on State Highway 35 at Panikau Hill and Wallis Hill. This work will increase safety and traffic flows.
- The Government's Accelerated Regional State Highway Package also includes investigation of the replacement of the single lane Motu Bridge on State Highway 2.
- Improvements to bridges will mean an additional 20km of HPMV routes, enabling more freight to be carried on fewer trucks. The key journey between Te Araroa and Tologa Bay will be opened for these vehicles in the next three years.

REGIONAL CASE STUDY

COMMUNITY DRIVER MENTOR PROGRAMME

The Community Driver Mentor Programme in Gisborne has been a great success story for the region. The programme is a significant safety initiative funded by the Transport Agency, the New Zealand AA, NZ Police and sponsors Chevron (Caltex) and Hyundai New Zealand.

The programme addresses the disadvantages that some learner drivers in the 16 to 24-year age group can face getting their restricted licence, such as access to a suitable vehicle, a mentor and driving practice. The programme helps drivers with learner licences become better and safer drivers by providing opportunities for supervised experience with driver mentors in a range of driving conditions. The programme in Gisborne is delivered in partnership with the Gisborne District Council and Tairāwhiti Police and operates at the community level with community providers managing a number of learners.

The mentors are not driving instructors but rather volunteers from the community who act as coaches, supervising the practice driving sessions during the 12-week programme. They have received professional driving training from AA driving instructors and have committed to spending up to two hours a week to help these young people get the experience needed, giving them a better chance to pass their test. Gisborne Mayor, Meng Foon, and several local police officers are mentors on the programme.

The learners are supervised by volunteer mentors, each of whom looks after up to three learners. Vehicles are provided by the Transport Agency and fuel is donated by Chevron. The initiative has been welcomed by the community.



DEVELOPING THE NATIONAL LAND TRANSPORT PROGRAMME

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Hawke's Bay



OVERVIEW

The Hawke's Bay region is experiencing a prolonged period of economic growth and significant investment is being made in the transport infrastructure to support the increased demand on the transport network, particularly from freight.

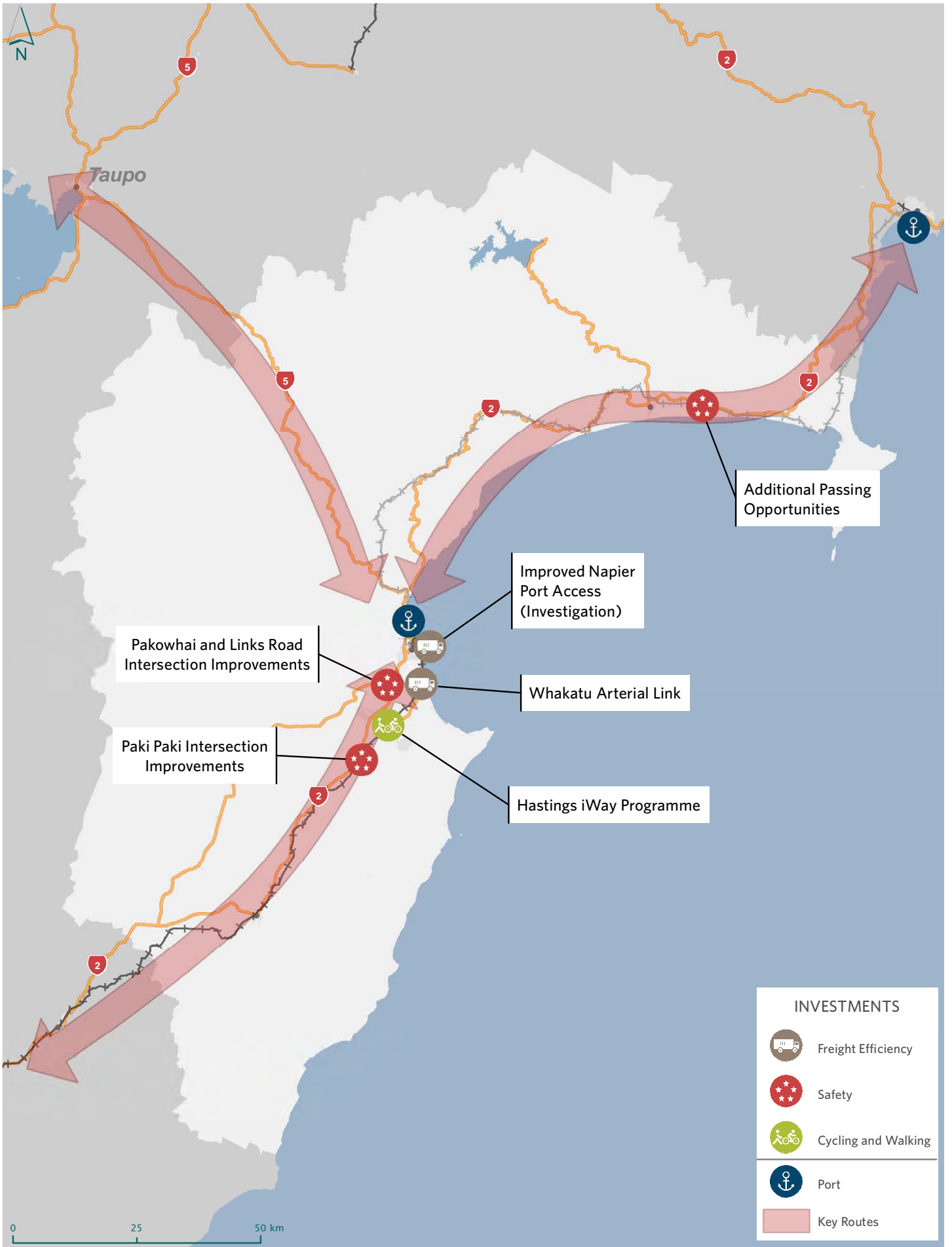
The total investment in the 2015-18 National Land Transport Programme (NLTP) is \$245 million.

Planned investments in the state highway network and key arterial routes – such as those links between Hastings and Napier – are targeted to enhance the safety and efficiency of the transport network in and around Hawke's Bay for residents, freight and tourists.

The Hawke's Bay region has achieved a 38% growth in public transport passenger numbers over the past three years. To further encourage this trend, Hawke's Bay Regional Council and the NZ Transport Agency will invest \$13m in public transport in the 2015-18 NLTP.

Investment in the Hawke's Bay regional transport network also benefits the wider central North Island by facilitating tourism and freight journeys.





KEY STRATEGIC RESPONSES



INTEGRATED TRANSPORT PLANNING

Napier and Hastings councils are pursuing the development of the growth areas outlined in the Heretaunga Plains Urban Development Strategy. Lyndhurst Growth Area within the Hastings District is an example of the continued commitment to planned growth in the region. Transport network planning is targeted at ensuring capacity and capability will meet demand created by these developments. The Councils are working with key stakeholders to develop these areas.

The Napier City Vision exercise has the aim of setting a future strategy for the city. The Napier City Vision provides a long-term integrated plan that includes consideration of future needs of the transport network. The Transport Agency is working closely with the Hawke's Bay councils give effect to the regional planning strategies, through providing better connectivity between centres and regions, as well as providing fit-for-purpose levels of service.

INTER-REGIONAL CONTEXT

The Napier Port is a key export port in the central North Island, with a catchment area crossing several regions. Inter-regional connectivity is crucial to enabling efficient freight supply chains and economic growth. Meetings between councils in the Hawke's Bay and neighbouring regions have identified areas of importance, such as the Manawatu Gorge, where greater resilience of this inter-regional journey will enable growth.

Network resilience improvements include investment in the Saddle Road as an alternative route and rock fall protection works through the Manawatu Gorge will further improve resilience of the east to west journey.

INVESTING IN FREIGHT EFFICIENCY

Moving goods from large scale horticulture production and processing industries based around the fertile Heretaunga Plains puts a major demand on the transport network, and this is expected to increase if proposed construction of the Ruataniwha Dam goes ahead.

Investment of \$4.4m has been provided for additional High Productivity Motor Vehicle (HPMV) routes from Hawke's Bay to Gisborne in the north and Manawatu in the south. With the rail link north to Gisborne currently mothballed, a well-maintained and resilient road network is required to support freight traffic, further increasing the significance of State Highway 2. HPMV routes allow heavy vehicles to weigh up to 62 tonnes, by permit, and enable more freight to be carried on fewer trucks.

The Whakatu Arterial Link project will enable freight movement to and from the Port of Napier. This is a major project for the region, both in terms of the \$14m investment as well as the economic growth benefits it will bring. The project will allow better access from the Whakatu freight distribution hub to State Highway 2 and through to the Port of Napier.

GROWING PUBLIC TRANSPORT

Improving transport choices for Hawke's Bay residents is also a priority for the Hawke's Bay Regional Council and the Transport Agency. The region has achieved a 38% growth in passenger numbers over the past three years. To build on this, investment of \$13m is being made through the 2015-18 NLTP to sustain and grow public transport patronage and provide enhancements to existing services. This public transport funding will also provide better facilities and improved integration with other transport modes, such as cycling and walking. It is forecast that 849,000 passenger trips will be made in Hawke's Bay every year during the 2015-18 NLTP period.

ENCOURAGING CYCLING AND WALKING

In 2010 Hastings was selected as one of two New Zealand communities to receive funding specifically aimed at enhancing cycling and walking. The result was the successful iWay programme that saw the construction of over 108 kilometres of new cycling and walking pathways. Supported by an encouragement programme, iWay quickly became widely recognised as an innovative programme that reversed the trend of declining cycling rates. The Hastings iWay programme is now expected to be extended across the Hawke's Bay.

Napier is now embracing the iWay programme, and working with Hastings to develop a strong commuter cycling route between the two cities. The Napier iWay network provides a unique opportunity to use a series of wide storm drainage reserves through the urban area to create wide, off-road pathways, and will offer safer and connected routes for people to cycle to work, and for over 8,000 students within 500m of the routes to cycle to schools. These routes will form the backbone of the future cycle network which, largely separated from traffic, is expected to attract increasing demand.

Under current proposals a six-year programme of investment will be cut to four years with investment expected from the Urban Cycleway Fund to further develop the existing network. This will resolve connectivity and safety issues. Most of the planned cycleways include high-quality shared paths that will also benefit pedestrians.

Riding on the success of iWay, the New Zealand Cycle Trails and expected investment in the 2015-18 NLTP period of \$9m – including \$2.9m from the Urban Cycleways Fund – the Hawke's Bay is fast becoming New Zealand's cycling destination of choice.

MAINTAINING THE NETWORK

Keeping land transport networks available for people to get where they want to go easily, reliably and safely is a primary objective of transport investment within and beyond the Hawke's Bay region. Over the 2015-18 NLTP period, local roads will receive \$129m, and state highways \$49m, for maintenance.

The Transport Agency is working with councils to agree how the transport network will be maintained and operated to deliver the right level of service to meet the different needs on different parts of the network.

Given the pressure to achieve value for money from maintenance activity funding, any maintenance cost savings identified by a council will benefit all stakeholders. Savings can be redirected to councils where the condition of the network warrants an increase in maintenance investment, and there is strong evidence to support the increase. Through their detailed asset management practices Hastings District Council has been able to demonstrate a need for increased investment, supported by a strong evidence base.

MAKING JOURNEYS SAFER

Across New Zealand around \$3.2 billion is expected to be invested in the transport network over the next three years to improve safety. Most this will be directed at infrastructure improvements through the capital works programme, often where safety is one of the outcomes, along with congestion relief and travel time improvements. A proportion of this investment targets specific safety improvements including high risk intersections, pedestrian and cycling safety initiatives, speed management and education programmes.

A total of around \$60m will be invested through the 2015-18 NLTP to improve safety on the region's roads. High-risk intersections that have been prioritised for \$13.4m of safety improvements, over the next three years include State Highway 2/Watchman/Hawke's Bay Airport, State Highway 2/Napier Road, State Highway 50A/Pakowhai, and Links Road. The improvements, focused on the construction of roundabouts, have been designed with the aim of reducing the risk and severity of crashes at the intersections. It is forecast that the improvements could potentially prevent up to three deaths or serious injuries in the region per year.

Additional passing opportunities on State Highway 2 to the north of Napier were funded in the previous NLTP period to improve safety on the main transport journey that connects Hawke's Bay to Gisborne, Napier and Wellington. A total of 18 passing places were proposed, to improve safety and ease potential driver frustration caused by freight traffic. Nine of 18 passing opportunities have now been completed. This important section of State Highway 2 will further benefit from the investment of \$0.5m in business case developments for HPMVs, additional passing opportunities and corridor improvements, which will be undertaken over the next three years.

Working with NZ Police and investing together in road policing and road safety promotion is an integral part of the region's safe system approach. During the next three-year period together we will continue to target the contributing factors to fatal and serious injuries in the Waikato, including speed, drink and drug driving, not wearing restraints, high risk driving, and high risk drivers.

INVESTMENT HIGHLIGHTS

- Investment of \$13m is being made through the 2015-18 NLTP to sustain and grow public transport patronage and provide enhancements to existing services.
- Promoting cycling continues to be a priority in Hawke's Bay. Investment in cycling in 2015-18 NLTP period is expected to be \$9m, including \$2.9m from the Urban Cycleways Fund.
- State Highway 2 runs north to south through the region, providing key connections to Gisborne, the Manawatu and Wellington. State Highway 5 runs north to west between Napier and Taupo, providing an important link to the central plateau and State Highway 1 north to Auckland and Tauranga. State Highways 50 and 50A provide alternative access between central Hawke's Bay and Napier/Hastings. Investment of \$22m is planned for these regionally significant transport corridors, to improve resilience and safety, increase freight efficiency within the region and to strengthen inter-regional journeys, between the Hawke's Bay and neighbouring regions.
- As part of the Government's Accelerated Regional State Highway Package the Transport Agency is investigating opportunities to improve access to the Port of Napier, in recognition of its expanding use. The port is the North Island's second largest export port by volume at 3.2 million tonnes in 2014, and New Zealand's fourth largest container terminal at 204,000 containers.

DEVELOPING THE NATIONAL LAND TRANSPORT PROGRAMME

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Taranaki



OVERVIEW

Taranaki's economy is built on industry and exports, meaning freight continues to be a major transport focus. The Fonterra plant at Hawera is the second largest dairy processing facility in the southern hemisphere and processes up to 14,000 litres of raw milk per day. The plant generates a significant percentage of freight in Taranaki, as it currently collects milk from most of the lower North Island.

Investment in the Taranaki region from the 2015-18 National Land Transport Programme (NLTP) is focused on freight efficiency, route resilience, inter-regional connectivity, road maintenance and public transport.

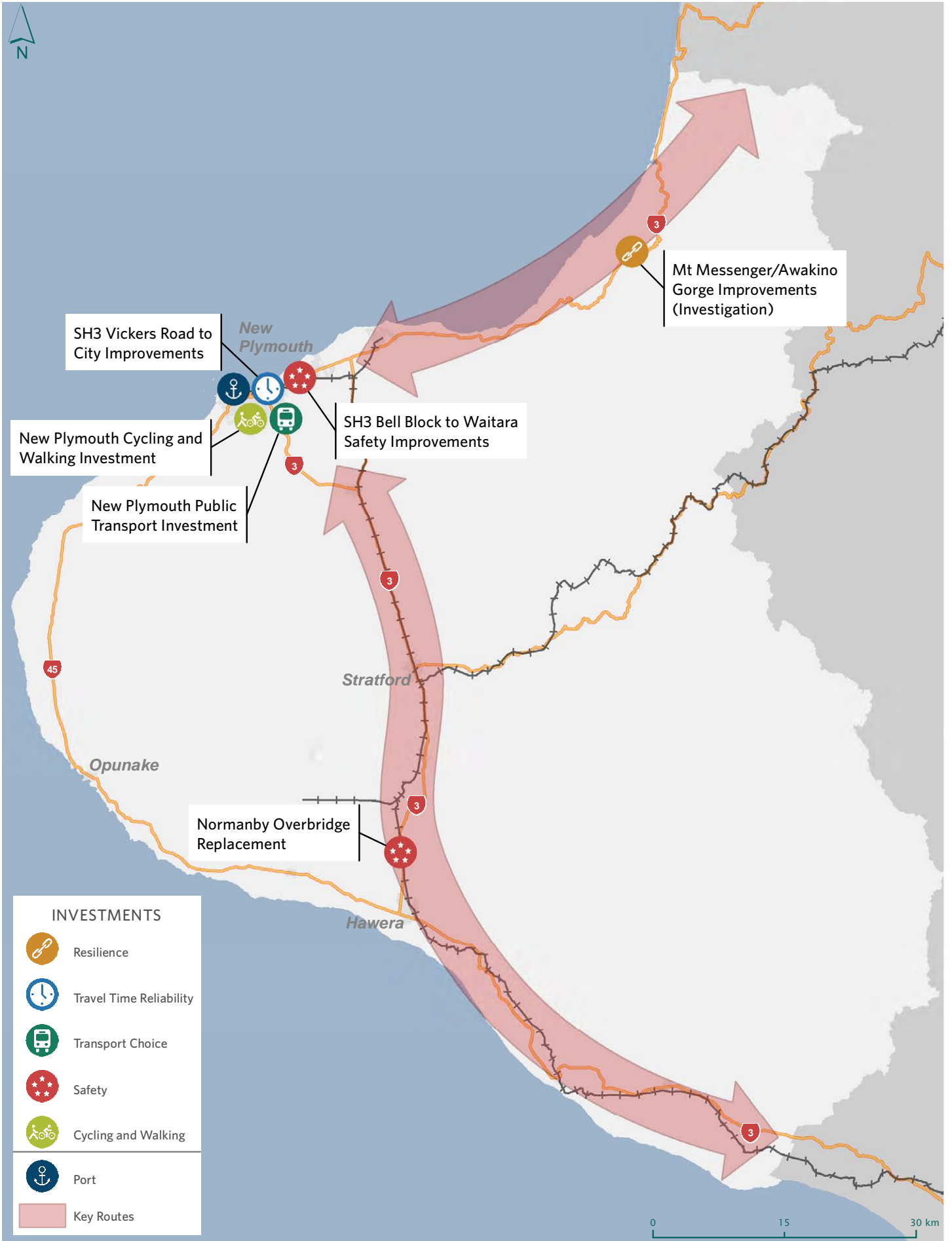
A total of around \$187 million will be invested in the region's transport during the 2015-18 NLTP period.

Through Port Taranaki the region exports high volumes of freight, particularly logs. With no container shipping services out of Port Taranaki, goods are transported to and from other ports by road and rail. Of the 9.26 million tonnes of freight that came into, or was moved within, Taranaki, 91% was transported by road.

State Highway 3 is a key connection to other regions. As the largest volume of inter-regional traffic uses the State Highway 3 route to the south, this section has been progressively improved. State Highway 3 north to the Waikato takes a smaller volume of traffic and has a number of resilience and safety issues.

To build on the \$3.7m committed in the 2012-15 NLTP, the NZ Transport Agency will continue to invest in High Productivity Motor Vehicle (HPMV) routes, which enable trucks to weigh up to 62 tonnes, meaning more freight can be carried on fewer trucks.





KEY STRATEGIC RESPONSES

MAINTAINING THE NETWORK

Keeping land transport networks available for people to get where they want to go easily, reliably and safely is a primary objective of transport investment within and beyond the Taranaki region. Over the 2015-18 NLTP period, local roads will receive \$86m, and state highways \$30m, for maintenance.

The Transport Agency is working with councils to agree how the transport network will be maintained and operated to deliver the right level of service to meet the different needs on different parts of the network.

INTEGRATED TRANSPORT PLANNING

As a part of the 30-year 'blueprint planning' process the Transport Agency and New Plymouth District Council are working closely to understand the transport network impacts of residential growth north of the city between Bell Block and the airport. This process will also inform the development strategy for the whole district.

INVESTING IN INTER-REGIONAL FREIGHT EFFICIENCY

With no container shipping services out of Port Taranaki, exported and imported goods are transported inter-regionally by road and rail to and from other ports. As a result investment in HPMV routes, safety and resilience projects becomes more important to the freight task.

For example, bulk products such as palm kernels and fertiliser are imported into Port Taranaki and transported by road to Manawatu, Hawke's Bay and the Wairarapa.

Taranaki is also an important energy production area and inter-regional resilience is important for the national distribution of LPG by road and rail.

ENCOURAGING CYCLING AND WALKING

In 2010 New Plymouth was selected as one of two New Zealand communities to receive funding specifically aimed at enhancing cycling and walking. The result was the successful Let's Go programme that has helped make cycling and walking safe and attractive options for New Plymouth residents and tourists. New Plymouth is now widely regarded as one of New Zealand's leading cities for getting around by bike or on foot.

Cycling investment over the next three years is expected to concentrate on encouragement and education, with the aim of maintaining their high rates of active transport to schools, currently at 69%. Under current proposals, some of the key arterial cycling routes will also be strengthened by widening and/or improving cycle lanes.

Most of the planned cycleways include high-quality shared paths that will also benefit pedestrians.

It is expected that the total investment in cycling and walking in New Plymouth in the 2015-18 NLTP period will be around \$2m. This includes \$147,000 from the Urban Cycleways Fund.

GROWING PUBLIC TRANSPORT

Together with Taranaki Regional Council, the Transport Agency has invested in providing residents with viable alternative transport options. This has proved successful, with 21% growth recorded in public transport use over the last three years. \$9m of investment is planned to consolidate this growth. This investment will improve the overall service to the public through better facilities and integration with other transport modes and networks, such as providing bike racks on buses. It is forecast that passenger numbers in Taranaki will grow by a further 16% over the 2015-18 NLTP period, with an expected 679,000 passenger trips being made every year.

Taranaki Regional Council was one of the first councils to implement the Public Transport Operating Model (PTOM). PTOM is about creating a collaborative partnership between the public transport operator and the Council, in order to incentivise improved services to the community.

Funding has been earmarked to continue the connector bus service trial between Hawera, Stratford and New Plymouth. This service is unique, with multiple funding partners. It has been tracking well in terms of cost recovery and patronage, carrying approximately 2,000 passengers a month.

MAKING JOURNEYS SAFER

Across New Zealand around \$3.2 billion is expected to be invested in the transport network over the next three years to deliver improved safety outcomes. Most of this expenditure will be directed at infrastructure improvements through the capital works programme, often where safety is one of the outcomes, along with congestion relief and travel time improvements. A proportion of this investment targets specific safety improvements, including high-risk intersections, pedestrian and cycling safety initiatives, speed management and education programmes.

Working with the NZ Police and investing together in road policing and road safety promotion is at the heart of the region's investment. Together through targeted programmes the Transport Agency and the NZ Police will work to address the factors contributing to crash-related deaths and serious injuries. These factors include speed, drink and drug driving, not wearing restraints, dangerous and careless driving, and high-risk drivers.

The range of projects on State Highway 3 will improve safety on this key route, while continued investment in cycling and walking will further improve safety for these transport modes in Taranaki.



INVESTMENT HIGHLIGHTS

- The Taranaki region has achieved 20% growth in public transport numbers over the past three years. To further encourage this trend a total of \$9m is expected to be invested in public transport during the 2015-18 NLTP period.
- Cycling and walking in New Plymouth in the 2015-18 NLTP period is expected to receive \$2m in investment. This includes \$147,000 from the Urban Cycleways Fund.
- The State Highway 3 corridor to the north has some resilience challenges and is particularly vulnerable to closures caused by crashes, resulting in unpredictable journey times. Initiatives include:
 - Priorities for State Highway 3 include safety improvement work between Bell Block and Waitara where, over a 5-year period from 2008 to 2012, there were 8 deaths and 16 serious injuries. This work aims to improve safety at two of New Zealand's most high-risk intersections.
 - The Government's Accelerated Regional State Highway Package includes investigating how improvements can be made on State Highway 3 between New Plymouth and Hamilton (Mount Messenger to Awakino Gorge) and aims to improve freight efficiency, as well as safety. A package of activities to improve safety, passing opportunities and incident management is included in the 2015-18 NLTP.
- The Government's Accelerated Regional State Highway Package will ensure the completion of the State Highway 3 Normanby Overbridge Project. As well as being suitable for HPMVs, the new bridge is forecast to deliver improvements to safety and journey time reliability.
- The State Highway 3 Vickers to City project has commenced, with expected completion in April 2016. Once completed, it will bring about a dramatic improvement in journey time reliability to and from the New Plymouth CBD, provide dedicated facilities for cyclists, and also improve safety and route security.
- The Taranaki rural road network is in a fit-for-purpose condition, with replacement of bridges at the end of their lives being a key driver for investment over the next three to six years. Investment of \$1.2m will develop a strategic business case for a second crossing of the Waiwhakaiho River, as well as replacing bridges and structures on Korito, Old Mountain and Okau Roads.
- Investment of \$8.5m along the inter-regional state highways will safeguard the regional economy by ensuring the freight transport links with the rest of New Zealand are safe and resilient.



DEVELOPING THE NATIONAL LAND TRANSPORT PROGRAMME

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Manawatu-Whanganui



OVERVIEW

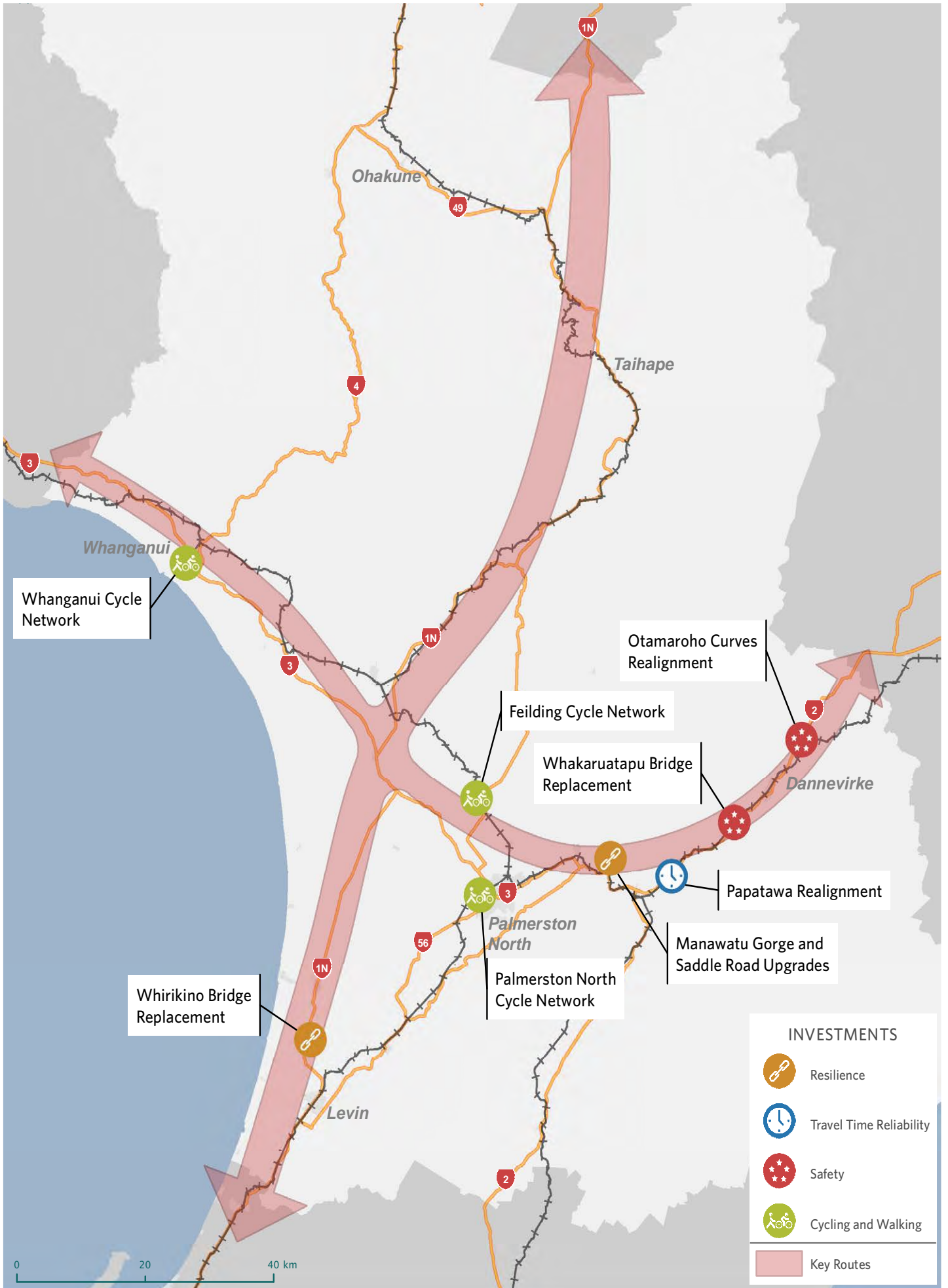
The Manawatu-Whanganui region's position at the axis of the main north to south and east to west routes in the North Island mean it is ideally positioned to be a significant distribution hub. Its economy is heavily reliant on transport of produce to market, resulting in high volumes of freight traffic in and beyond the region. Investment in the Manawatu-Whanganui region from the 2015-18 National Land Transport Programme (NLTP) is primarily focused on developing and maintaining a resilient transport network that supports getting this produce to market.

A total of around \$444 million will be invested in the region's transport network during the 2015-18 NLTP period. This is an increase of \$34m compared with the last period, with the commencement of the region's portion of the Wellington Road of National Significance (RONS) allocation being a significant factor.

A shared focus in the region among transport partners and industry is boosting economic growth through a collaborative effort to better connect the region. A priority is to improve connectivity between the road network and key rail and port links, making it easier and more efficient to bring people, goods and markets together. Examples of this approach in action include Mainfreight and Icepack locating their distribution centres at rail yards.

Public transport is also a focus for Horizons Regional Council and the Transport Agency, with a total of \$19.3m being invested over the next three years. This investment, mainly targeted at services in Whanganui and Palmerston North, is expected to result in a 10% growth in passenger numbers over the next three years.





STRATEGIC RESPONSES

IMPROVING NETWORK RESILIENCE

The effects of severe weather events are the main cause of resilience issues in the Manawatu-Whanganui region, particularly through the Central Plateau area and the Manawatu Gorge.

State Highway 1 runs the full length of the region. It is the North Island's key route between Auckland and Wellington and is of significant importance to the distribution of products through the Manawatu-Whanganui region. The key issue with this journey is winter closures of State Highway 1 in the Central Plateau due to snow fall.

To minimise delays due to severe weather, investment will continue to be made in improving the Manawatu Gorge, but also in upgrading the alternative Saddle Road route. Investment of \$5m to upgrade this route will increase east to west transport resilience.

State Highway 3 runs through the region and provides east to west access to ports in Taranaki and the Hawke's Bay. It is one of the country's key journeys due to the freight movement between the Taranaki, Manawatu-Whanganui and Hawke's Bay regions. Resilience of this journey is being improved through the Manawatu Gorge Alternative Route project, to provide more efficient east to west connectivity during Manawatu Gorge closures.

The region has developed a comprehensive programme to address other resilience challenges and provide certainty for transport efficiency for freight routes to the north, east and south.

MAINTAINING THE NETWORK

Keeping land transport networks available for people to get where they want to go easily, reliably and safely is a primary objective of transport investment within and beyond the Manawatu-Whanganui Region. Over the 2015-18 NLTP period, local roads will receive about \$196m, and state highways around \$76m, for maintenance.

Investors in the transport network are working to agree levels of service to deliver the different needs of the network. Given the pressure to achieve value for money on maintenance activity funding, any maintenance cost savings identified by a council will benefit all stakeholders. Savings can be redirected to councils where the condition of the network warrants an increase in maintenance investment, and there is strong evidence to support the increase.



Whanganui District Council has realised efficiencies and savings in its maintenance activities through taking an alliance approach to maintenance. Horowhenua District Council has improved its asset management practices, enabling it to clearly demonstrate its need for additional maintenance investment.

INVESTING IN FREIGHT EFFICIENCY

The region's ageing bridges, particularly on rural roads, will require significant investment to meet the freight demand and maintain economic sustainability. The Transport Agency will partner with each council, to ensure they can provide critical lifelines to their communities, through \$6.5m of proposed investment on structures including Mangateitei Road, Waitewhena Road and Ruapehu Road Rail Overbridge replacements and the Dublin Street Bridge strategic case development.

To allow wider access to freight across the region, investment of \$2.5m is planned in High Productivity Motor Vehicles (HPMV) routes and the replacement of the Whirokino Trestle Bridge at \$53.5m. This bridge is on a national strategic state highway and an important freight route.

The Manawatu-Whanganui region has HPMV routes on all north to south and east to west journeys, covering both state highways and local roads. HPMV routes enable trucks to weigh up to 62 tonnes, meaning more freight can be carried on fewer trucks.

With the growing distribution industry in the region, access to ports is increasingly important for external and domestic markets. Product is transported inter-regionally by road and rail. Key journeys are through the region, from Hawera to Napier Port and from the region to the rest of New Zealand.

GROWING PUBLIC TRANSPORT

Manawatu-Whanganui public transport services operate mainly in Whanganui and Palmerston North. These are well supported, with improvements being identified as part of the recent service review. A total of \$19.3m is being invested over the next three years and is expected to result in a 10% growth in passenger numbers. Over the 2015-18 NLTP period it is forecast that over 1.76 million passenger trips will be made in Manawatu-Whanganui every year.

Manawatu-Whanganui Regional Council and the Transport Agency have partnered to provide residents with viable alternative transport options. This has proved successful with growth in public transport patronage. Continued investment is planned to consolidate the improvements in the overall service to the public through better facilities and integration with other transport modes.

Palmerston North bus services are going through a major review in order to better serve public transport customers in and around the city. The findings of the review will start to be implemented during the 2015-18 NLTP, with the Regional Council and Transport Agency co-investing in the improvements determined by the review findings.



ENCOURAGING CYCLING AND WALKING

With a regional goal of being 'the best place to ride a bike', significant cycling investment is planned in Palmerston North over the next three years. This will enable completion of key connections on the cycling network, including a new bridge that would link the main residential area and CBD with a large employment area and Massey University, south of the Manawatu River.

Other proposed projects include Summer Hill Drive safety improvements and the completion of on-road cycle lanes on Main Street East and Main Street West. Any infrastructure improvements will be supported by the Bikes in Schools programme, in partnership with NZ Police and Sport Manawatu.

A comprehensive urban cycling network and programme has been developed to increase the number of people who cycle in Whanganui, especially for short-distance trips to work, to school or to the shops. With 80% of Whanganui residents living within 4 kilometres of the city centre, the city has good potential to achieve this goal.

In Whanganui two projects that are expected to receive investment over the next three years from the Urban Cycleways Fund are the Te Tuaiwi ('The Spine') Shared Pathway and the City to North Mole Shared Pathway. This is the final section of the Mountains to Sea cycle trail.

Most of the planned cycleways include high-quality shared paths that will also benefit pedestrians.

It is expected that the total cycling and walking investment in the Whanganui and Palmerston North areas in the 2015-18 NLTP period will be \$7m. This includes \$4.3m of Urban Cycleways funding.

MAKING JOURNEYS SAFER

Across New Zealand around \$3.2 billion is expected to be invested in the transport network over the next three years to deliver improved safety outcomes. Most of this expenditure will be directed at infrastructure improvements through the capital works programme, often where safety is one of the outcomes, along with congestion relief and travel time improvements. A proportion of this investment targets specific safety improvements, including high-risk intersections, pedestrian and cycling safety initiatives, speed management and education programmes.

Working with the NZ Police and investing together in road policing and road safety promotion is at the heart of the region's investment. Together through targeted programmes the Transport Agency and NZ police will work to address the factors contributing to crash-related deaths and serious injuries. These factors include speed, drink and drug driving, not wearing restraints, dangerous and careless driving, and high-risk drivers.

INVESTMENT HIGHLIGHTS

- A total of \$19.3m dollars is being invested in public transport in Manawatu-Whanganui over the next three years, which is expected to result in a 10% growth in passenger numbers.
- The total cycling and walking investment in the Whanganui and Palmerston North areas in the 2015-18 NLTP period is expected to be \$7m. This includes \$4.3m of Urban Cycleways funding.
- One of New Zealand's key journeys runs through the Manawatu-Whanganui Region, along State Highway 1 to Wellington. Improvements over the length of this journey are targeted towards reducing travel time.
- The Wellington RONS will provide increased connectivity, improving freight efficiency and economic growth. The RONS investment of \$2.5bn will deliver travel time savings of up to 40 minutes between Levin and Wellington Airport when completed. This includes the section through the Horowhenua District, which will drive urban growth around Levin.
- The Saddle Road upgrade, to provide additional resilience for the State Highway 3, east to west corridor, will ease the impact of any future Manawatu Gorge closures on customer journeys by providing a safer, more efficient alternative route.
- Customers travelling on State Highway 2 will benefit from the significant increase in investment between Woodville and Hawke's Bay. Proposed investment of \$21m in projects along this route, such as the Otamaroho curves realignment and Whakaruatapu Bridge replacement, will provide increased freight efficiency while helping to keep road users safe.
- The proposed replacement of the State Highway 1 Whirokino Trestle Bridge will reduce freight costs, completing the HPMV route between Wellington and Auckland (subject to programming).
- The Sanson South passing Lane project is underway. A future investigation will seek to identify new passing opportunities on State Highway 1 between Foxton and Waiouru. This will lead to improved journey times, while enhancing safety and easing driver frustration on a nationally strategic state highway.

DEVELOPING THE NATIONAL LAND TRANSPORT PROGRAMME

The NZ Transport Agency has worked with Regional Transport Committees to support development of their Regional Land Transport Plans (RLTPs), which inform the development of the NLTP.

RLTPs span six years and are produced in consultation with the community. All submitted activities must contribute to the purpose of the Land Transport Management Act 2003 and be consistent with the Government Policy Statement on Land Transport (GPS).



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Wellington



OVERVIEW

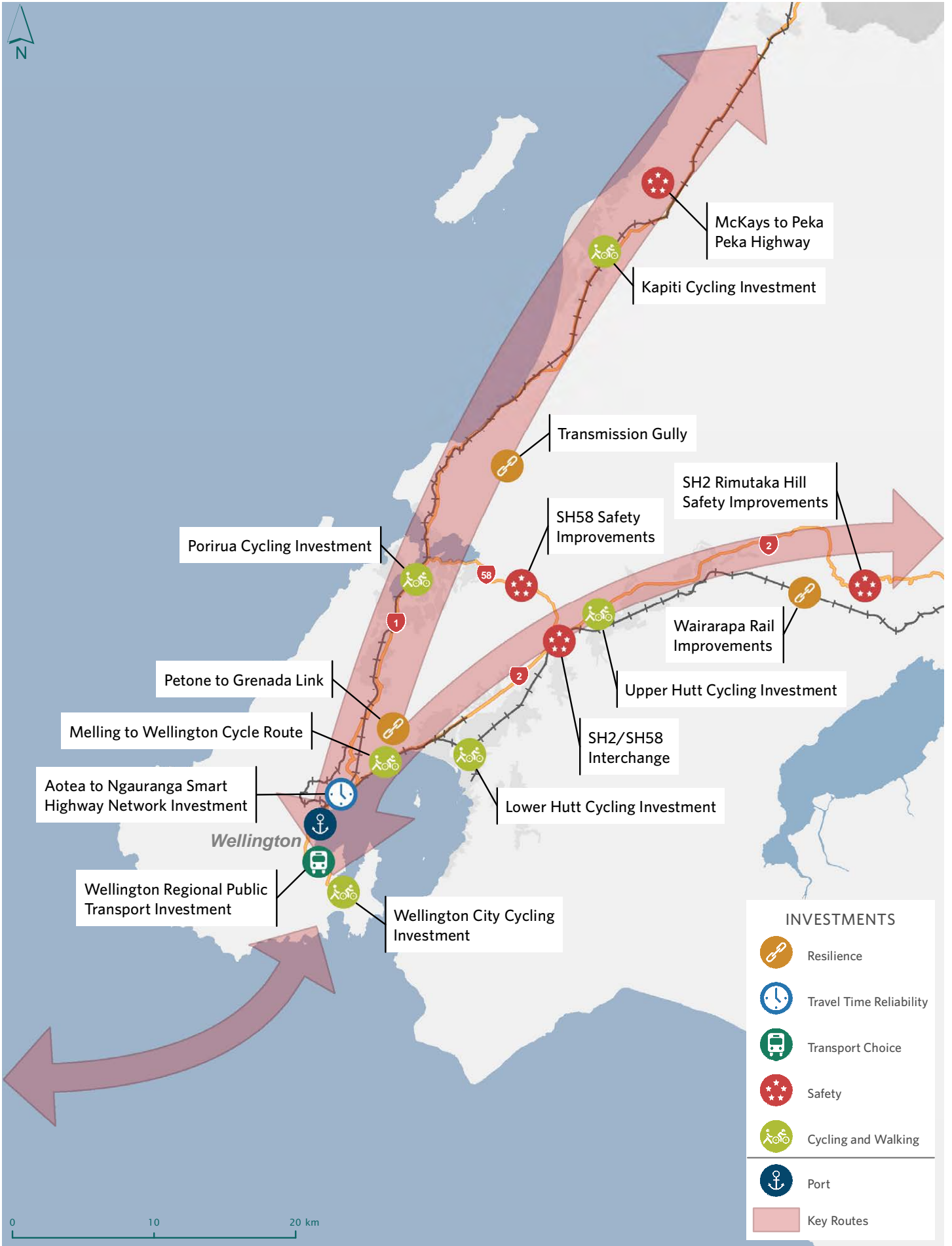
The Wellington region is made up of a number of cities, urban areas and supporting rural hinterland. The city is a key transport connection between the North and South Islands. The compact nature of Wellington city and constrained corridors to and from Kapiti and the Hutt Valley have shaped the transport network.

The major road and commuter rail links are concentrated along two transport corridors, State Highway 1 to the west, and State Highway 2 to the east. However, on the road network a number of pinch points, including Ngauranga Gorge interchange, and a

lack of alternative routes limit the capacity and resilience of the network, particularly at peak times. Public transport plays an important role in moving people through these corridors.

Central Wellington has the highest concentration of employment in New Zealand. Over 73,000 people travel to and from the Wellington CBD to work each day, by public transport, car, cycling or walking. This creates a significant commuter peak. Improving travel time reliability is a focus of investment in the 2015-18 National Land Transport Programme (NLTP) period.





KEY STRATEGIC RESPONSES

GROWING PUBLIC TRANSPORT

The benefits of investments in public transport are being realised in the Wellington region, with public transport patronage growth of over 2% per annum for the last two years. Currently 45% of trips into the Wellington CBD from outside Wellington city are made by train. Previous investments have included new trains and upgraded rail infrastructure, as well as additional park and ride facilities which are well used, reducing pressure on State Highways 1 and 2 during peak hours.

A total of \$456 million will be invested in public transport over the next three years. Over this time it is forecast that 37 million passenger trips will be made in Wellington region every year.

Additional Matangi trains will start operating during the next three years. This will mean the entire fleet is made up of modernised trains. The NZ Transport Agency will continue to work with Greater Wellington to expand provision of park and ride facilities as land becomes available.

Buses play an important role in the region's transport network by providing core public transport services in many areas and supporting the rail network with connecting services. To ensure fast and reliable bus journeys through Wellington's Golden Mile (CBD) and to the suburbs, we will continue

to investigate a high capacity public transport spine from the railway station to Wellington hospital and to Kilbirnie.

Improvements to bus services on the public transport spine rely on the inner city section of the Wellington Roads of National Significance (RONS) addressing congestion at the Basin Reserve. Work on this highway is underway and will continue through and beyond the next three years.

Work is also underway to develop and implement an integrated fares and ticketing system for the Wellington region, enabling people to use the same payment method for buses, trains and the East-West ferry.

ENCOURAGING CYCLING AND WALKING

Wellington has a high number of commuters who travel by cycling or walking compared to the national average. Since 2006 the number of people commuting by bike in Wellington has almost doubled. Much of Wellington City's growth has been in the CBD, where the population has increased by 45% since 2001. Over 18,000 people walk to work in the city, which accounts for 21% of morning peak trips in the CBD.

Active modes of transport, such as cycling and walking, are important to ensuring sustainable growth and improving city liveability.

Wellington's focus is on providing more transport choice using an integrated transport approach to encourage more people to cycle for commuting and short utility trips.

Over the next three years, cycling investment will focus on the eastern corridor and CBD, sections of the southern corridor and minor improvements. Significant investment is also expected to be made in the Melling to Wellington CBD route, providing a key regional connection to the Hutt Valley.

Major cycling programmes are also planned for the wider Wellington urban area, Hutt City, Upper Hutt, Kapiti Coast and Porirua. If these programmes go ahead, the Hutt Valley will be utilising its rail corridor to create a cycling spine through the valley, extending around to the eastern bays. Likewise, the Kapiti Coast is expected to maximise the benefits of a new high-quality cycleway adjacent to the Kapiti Expressway. Porirua plans to develop a cycling connection between its CBD and residential areas through to Titahi Bay.

Most of the planned cycleways include high-quality shared paths that will also benefit the pedestrians.

It is expected that the total cycling and walking investment in the Wellington region in the 2015-18 NLTP period will be \$49m. This includes \$22m from the Urban Cycleways Fund.



INVESTING IN FREIGHT EFFICIENCY

Wellington is a key gateway for freight travelling between the North and South Islands. When an inter-island ferry arrives in Wellington, over 80 trucks leave the vessel or board the next one. Rail-based container freight travelling between Auckland and Christchurch is also moved by inter-island ferry. Investment in the Wellington Northern Corridor RONS is forecast to reduce congestion, ensure reliability and provide better access to Centreport and Seaview for freight traffic.

Wellington's key port is adjacent to one of the busiest sections of the Wellington transport network, and there are conflicts between road and rail freight and commuter traffic. The Transport Agency, Wellington City Council, CentrePort and KiwiRail are investigating options to improve freight efficiency to and from the port area.

IMPROVING NETWORK RESILIENCE

Due to Wellington's constrained transport corridors, disruption from a landslide or a crash affects large numbers of commuters and congestion can overflow into other parts of the network. A crash on State Highway 2 between Petone and Ngauranga can delay traffic on State Highway 1 both north and south of the Ngauranga Gorge interchange and cause congestion back to the airport and through the local roading network. Any impacts on the bus or train networks also result in significant disruption.

The Transport Agency and local councils have partnered in a lifelines project that identifies key risk points and actions to improve resilience.

In addition, the Joint Traffic Operations Centre based at Johnsonville provides active monitoring of the network and communication to emergency services and contractors to keep people moving on a day-to-day basis.

It is anticipated that further investment in a motorway network that incorporates electronic message signs, variable speeds and active monitoring and management will help commuters and businesses plan their journeys with more confidence and reliability.

Investigations are being carried out into the viability of a new road from Petone to Grenada (P2G), which would reduce peak hour

congestion and provide a valuable alternate route when there is a crash or landslide on the network. P2G is a key enabler in unlocking the benefits of the Northern Corridor RONS. These benefits include significantly improving the journey times between Porirua and the Hutt Valley, as well as reducing congestion on State Highway 1 of the Ngauranga Gorge interchange. P2G would also create a link between the western and eastern corridors, improving the resilience of the network and enabling these local communities to work more closely together.

Cutting off the region in bad weather, a crash or through a major event is also a risk for the State Highway 2 Rimutaka Hill Road. Existing investment in passenger rail transport to the Wairarapa is one mechanism to lower the impact of this disruption. Further safety improvements on the Rimutaka Hill will also help secure the route between the Hutt Valley and Wairarapa.

MAINTAINING THE NETWORK

Keeping land transport networks available for people to get where they want to go easily, reliably and safely is a primary objective of transport investment within and beyond Wellington. Over the 2015-18 period, local roads will receive \$198m and state highways \$114m for maintenance and renewals. This is an increase of \$10m compared with the last three-year period for the forecast spend on local road maintenance.

The Transport Agency is working with councils to agree how the transport network will be maintained and operated to deliver the right level of service to meet the different needs on different parts of the network.

MAKING JOURNEYS SAFER

Across New Zealand around \$3.2 billion is expected to be invested in the transport network over the next three years to deliver improved safety outcomes. Most of this expenditure will be directed at infrastructure improvements through the capital works programme, often where safety is one of the outcomes, along with congestion relief and travel time improvements. A proportion of this investment targets specific safety improvements, including high-risk intersections, pedestrian and cycling safety initiatives, speed management and education programmes.

Since 2007 there has been a steady decline in the number of motorists killed or injured in a crash in Wellington. A combination of factors such as targeting high-risk crash areas, infrastructure improvements such as installing central median barriers to prevent head-on crashes in high-speed environments and improved vehicle safety standards have contributed to this decreasing trend.

Unfortunately, despite this overall trend, Wellington region has the nation's second highest personal risk for motorcyclists. The safety of these vulnerable users is a priority focus. It is forecast that safety works on State Highway 2 for the Rimutaka Hill and construction of the State Highway 2/58 interchange, which are areas of particular risk for motorcyclists, could result in a reduction of nine serious injuries over the next three years.

The Wellington Northern Corridor RONS is also forecast to improve safety on State Highway 1 between Levin and Wellington Airport, while also removing highway traffic from local communities such as Paraparaumu and Mana.

Working with the NZ Police and investing together in road policing and road safety promotion is at the heart of the region's investment. Together through targeted programmes the Transport Agency and NZ Police will work to address the factors contributing to crash-related deaths and serious injuries. These factors include speed, drink and drug driving, not wearing restraints, dangerous and careless driving, and high-risk drivers.

PREDICTABLE JOURNEYS

Knowing how long a journey might take is important for road users. The Transport Agency is looking at ways to make travel times more predictable. We are working to provide information that will help people make smart travel choices. This means understanding how and when people experience delays, and improving the availability of travel information so journeys can be planned in real time, with more confidence.

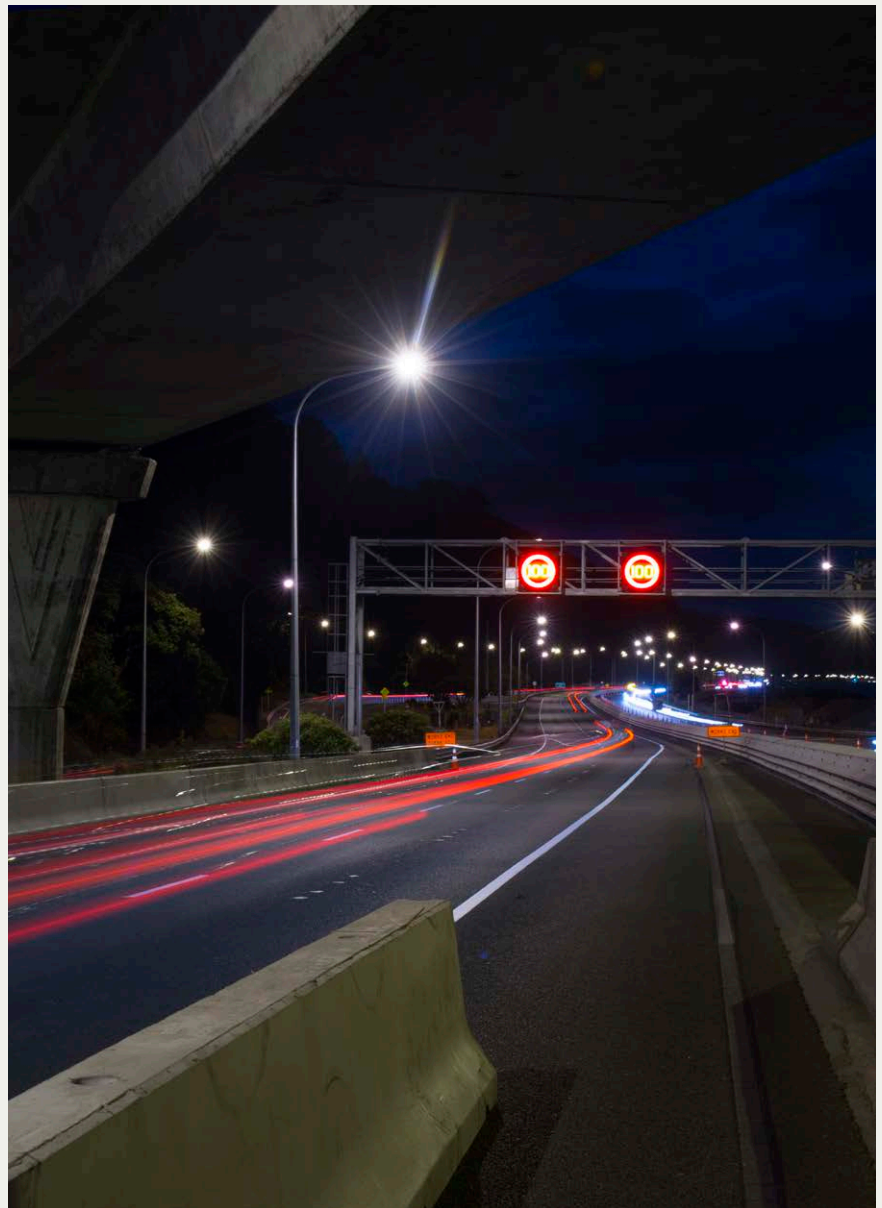
INVESTMENT HIGHLIGHTS

- A total of \$456m will be invested in public transport over the next three years to encourage continued patronage growth.
- It is expected that investment in cycling and walking in the Wellington region in the 2015-18 NLTP period will amount to \$49m. This includes \$22m from the Urban Cycleways Fund.
- Construction of the Wellington Northern Corridor on State Highway 1, which has been designated as a RONS by the Government, will continue over the next three years. Investment will increase capacity, resilience, reliability and safety for commuters and freight users. The investment is expected to reduce journey times by up to 40 minutes between Wellington CBD and Levin when completed.
- In the next three years, construction of the Mackays to Peka Peka section of the Wellington Northern Corridor will be completed. The \$630m project will deliver approximately 18 kilometres of four-lane expressway through Paraparaumu and Waikanae, including a new bridge over the Waikanae River. The project is forecast to improve average journey times by 3.5 minutes and improve safety. Cycling and walking connections will also be developed along the route.
- New routes at Transmission Gully, which is under construction, and potentially at Petone to Grenada, which is under investigation, are expected to significantly improve the resilience of the overall network, by providing alternative routes and more capacity.
- The Transport Agency will continue to work with Greater Wellington and Wellington City Council and the community to resolve outstanding issues for transport between the Ngauranga Gorge interchange and Wellington Airport. This will inform the next stages of the Terrace Tunnel to Airport section of the Wellington Northern Corridor RONS and the development of the public transport spine.

REGIONAL CASE STUDY

SMART MOTORWAY

Construction is underway to create New Zealand's first smart motorway between the Ngauranga Gorge interchange and Aotea Quay. Once completed, it will enable operators to set variable speeds and manage lane closures in real time. This will help to keep traffic moving at the optimal speed for the conditions, while also enabling the real time management of events such as crashes to prevent flow-on disruption. A northbound lane is being built within the existing motorway footprint to provide extra capacity for road users. As well as improving traffic flow and safety for motorway travellers, the project is expected to ease pressure on the Hutt Road, while improving freight efficiency and the reliability of bus services between Wellington City, the Hutt Valley and Porirua. The smart motorway will be fully operational in 2016.



DEVELOPING THE NATIONAL LAND TRANSPORT PROGRAMME

The NZ Transport Agency has worked with Regional Transport Committees to support development of their Regional Land Transport Plans (RLTPs), which inform the development of the NLTP.

RLTPs span six years and are produced in consultation with the community. All submitted activities must contribute to the purpose of the Land Transport Management Act 2003 and be consistent with the Government Policy Statement on Land Transport (GPS).



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Top of the South



Tasman : Nelson : Marlborough

OVERVIEW

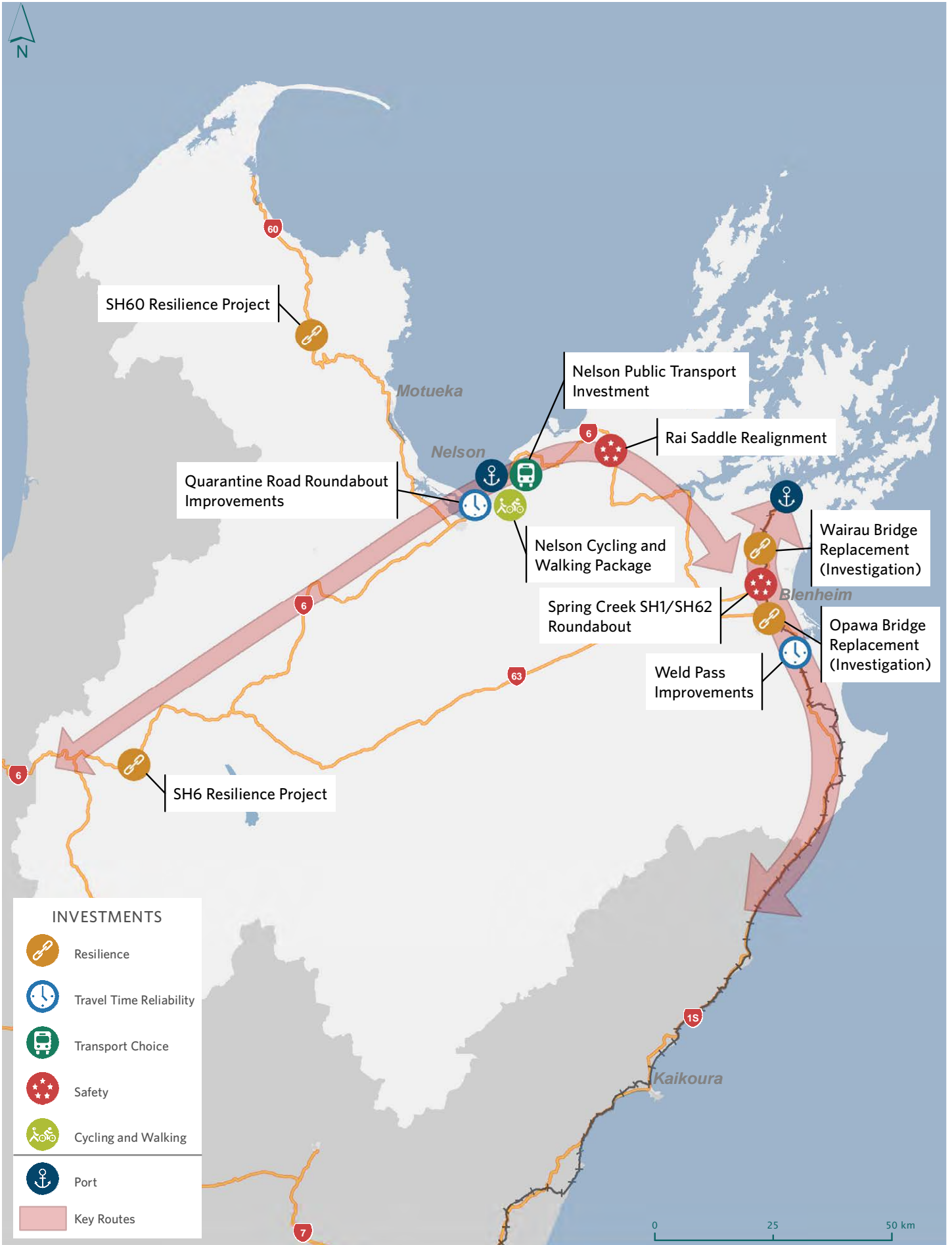
The Top of the South is a large geographical area encompassing the Tasman, Nelson and Marlborough regions. Picton provides the gateway to the South Island for Cook Strait ferry services with State Highway 1 providing the main north to south transport spine along the length of the South Island and State Highway 6 providing the east to west connection across the Top of the South.

Inter-regional connectivity across Tasman, Nelson and Marlborough and to the rest of the South Island is critically important. The region's economies are dependent on each other and have a strong reliance on the road network. Forestry, horticulture and viticulture industries rely on having a resilient transport network.

The focus of 2015-18 National Land Transport Programme (NLTP) investment in the Top of the South is on maintaining efficiency of key freight routes, addressing route resilience challenges, investing in cycling and helping to fund the costs of maintenance, operations and renewals.

Tourism is also a major growth industry in the area, with many cycle networks for recreation and tourism, wineries, two national parks and the Marlborough Sounds attracting visitors. Access to all these destinations requires a resilient and reliable transport network.





KEY STRATEGIC RESPONSES

JOINED-UP APPROACH TO TRANSPORT INVESTMENT

All three Road Controlling Authorities and the NZ Transport Agency worked together to develop the three 2015-21 Regional Land Transport Plans for Top of the South.

The outcome of this joint effort is anticipated to be a land transport system that better enables economic growth, accessibility and resilience for all three regions.

INVESTING IN FREIGHT EFFICIENCY

There are four ports in the Top of the South: Port Nelson, Nelson Airport, Blenheim Airport and Port Marlborough. Approximately 10 million tonnes of freight moves around the Top of the South per year, with 86% remaining in the region. Every year 2.7 million tonnes of freight is moved via Port Nelson.

The freight demand in the Top of the South is forecast to increase by 68% from 2012 to 2042, with the greatest growth between now and 2027. Over 90% of freight travels by road as there is no rail link across Nelson and Tasman.

Planned improvements to State Highway 1 Weld Pass, State Highway 6 Rai Saddle and State Highway 6 Quarantine Road roundabout are expected to deliver journey time savings, create a more resilient route and improve safety on the Highway.

Further investment is planned to enable the expansion of 50Max and High Productivity Motor Vehicle (HPMV) routes, allowing higher volumes of freight to be carried on fewer vehicles.

MAINTAINING THE NETWORK

Given the pressure to achieve value for money from maintenance activity funding, any maintenance cost savings identified by a council will benefit all stakeholders. Savings can be redirected to councils where the condition of the network warrants an increase in maintenance investment and there is strong evidence to support the increase.

Tasman District Council has realised savings in its maintenance spend through improved asset management practices and revised levels of service. Marlborough District Council's asset management practices have enabled it to clearly demonstrate the need for additional maintenance investment.

GROWING PUBLIC TRANSPORT

The Nelson public transport network is very successful and passenger numbers are expected to increase by 23% over the next three years. The Transport Agency and Nelson City Council are forecast to invest \$3.8million during the 2015-18 NLTP period. It is forecast that 476,000 passenger trips will be made in Nelson each year over the next three years and 40,000 in Marlborough.

Tasman has recognised the need to improve public transport provision. The NBus initiative, which has been developed in collaboration with Nelson City Council, now connects Nelson to Richmond and operates on a 15 minute timetable.

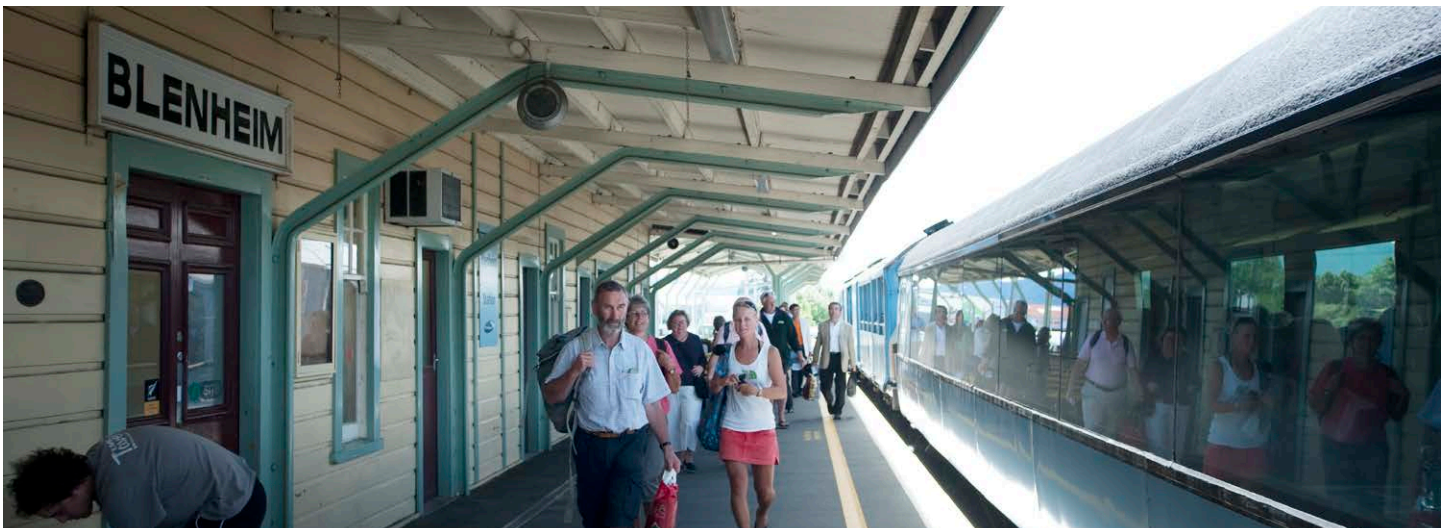
In Marlborough a small, fit-for-purpose, shopper bus service operates in Blenheim. Marlborough District Council and the Transport Agency plan to invest \$1.1m over the next three years, which is forecast to lead to a 50% increase in passenger numbers over the same period.



MAKING JOURNEYS SAFER

Across New Zealand around \$3.2 billion is expected to be invested in the transport network over the next three years to deliver improved safety outcomes. Most of this expenditure will be directed at infrastructure improvements through the capital works programme, often where safety is one of the outcomes, along with congestion relief and travel time improvements. A proportion of this investment targets specific safety improvements, including high-risk intersections, pedestrian and cycling safety initiatives, speed management and education programmes. The Top of the South has a number of projects targeting the safety of a range of road users.

Working with the NZ Police and investing together in road policing is at the heart of the region's investment. Together through targeted programmes the Transport Agency and NZ Police will work to address the factors contributing to crash-related deaths and serious injuries. These factors include speed, drink and drug driving, not wearing restraints, dangerous and careless driving, and high-risk drivers.



NELSON

Investment in Nelson's transport network is targeted at supporting the economic strength of the area, where horticulture, viticulture, forestry, seafood, farming and tourism are driving economic growth.

Efforts to make Nelson a cycle-friendly city have resulted in Nelson having the highest percentage of people cycling to work in New Zealand (18%, 2013 census), a reflection of both ongoing commitment to investing in the cycle network and a bike-friendly climate. The provision of good quality, well-located cycling facilities has also resulted in over 60% of students at Broadgreen Intermediate School in Stoke regularly cycling to school.

While a significant cycle network already exists in Nelson, the proposed focus over the next three years will be on the Nelson Coastal Route, which will provide a popular and useful link between Nelson City, along the state highway corridor, to Tahunanui and the airport. Development of this route will be supported with cycle education and promotion.

Most of the planned cycleways include high-quality shared paths that will also benefit pedestrians.

The route and detail of the Coastal Route will be informed by wider network planning in Nelson. Depending on the outcomes of this work, it is expected that the total cycling and walking investment in Nelson in the 2015-18 NLTP period will be \$12m. This includes \$3m of Urban Cycleways funding.

As part of the Government's Accelerated Regional State Highway Package the Transport Agency is investigating the Southern Link alternative to Rocks Road.



TASMAN

Tasman District Council will be investing around \$76m over the next three years on its transport network.

The Council has invested wisely in its operations and maintenance programme in previous years through the use of careful asset management. The One Network Road Classification System will add additional clarity to future asset management.

MARLBOROUGH

Marlborough is now the largest wine growing region in the country. This creates a specific freight task to get the product to both New Zealand and overseas markets and contributes to growing regional GDP.

The Government's Accelerated Regional State Highway Package includes investigating a project in Marlborough for the replacement of the Opawa and Wairau bridges to enable better access for HPMVs on State Highway 1.

Further investment is planned to enable 50Max and HPMV access to forestry plantations in the Northbank and Waihopai areas.

In Marlborough the key north to south journey on State Highway 1 connects with State Highway 6 in Blenheim and to State Highway 62 at Spring Creek, where there is a key road and rail freight hub. State Highways 6 and 62 are vital tourism and freight routes providing access to Nelson, Tasman and the West Coast.

A roundabout is proposed to improve safety at the junction of State Highway 1 and State Highway 62 at Spring Creek as this intersection is listed in the top 100 high-risk intersections across the country.

With assistance from Bike Walk Marlborough and the Transport Agency's Marlborough Roads initiative, Marlborough District Council is developing a safe, convenient and integrated network for walking and cycling to encourage more people to choose these active and healthy ways to move around. The programme proposes to link residential areas with schools, the CBD, workplaces, wineries and other key destinations.

The Urban Cycleways Fund is expected to contribute to the Spring Creek, Taylor River Reserve and Eltham/Beaver Road Cycle Link projects.

It is expected that the total will be about \$1m investment in cycling and walking in Blenheim in the 2015-18 NLTP period. This includes \$710,000 from the Urban Cycleways Fund.

DEVELOPING THE NATIONAL LAND TRANSPORT PROGRAMME

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Greater Christchurch



This 2015-18 National Land Transport Programme Regional fact sheet covers the NZ Transport Agency's Greater Christchurch sub-region, incorporating Christchurch City Council, Selwyn District Council and Waimakariri District Council, as well as the majority of Environment Canterbury's public transport programme.

OVERVIEW

Transport investment in Greater Christchurch during the next three years will continue to be targeted at completing the earthquake recovery work and making significant progress developing Christchurch Motorways.

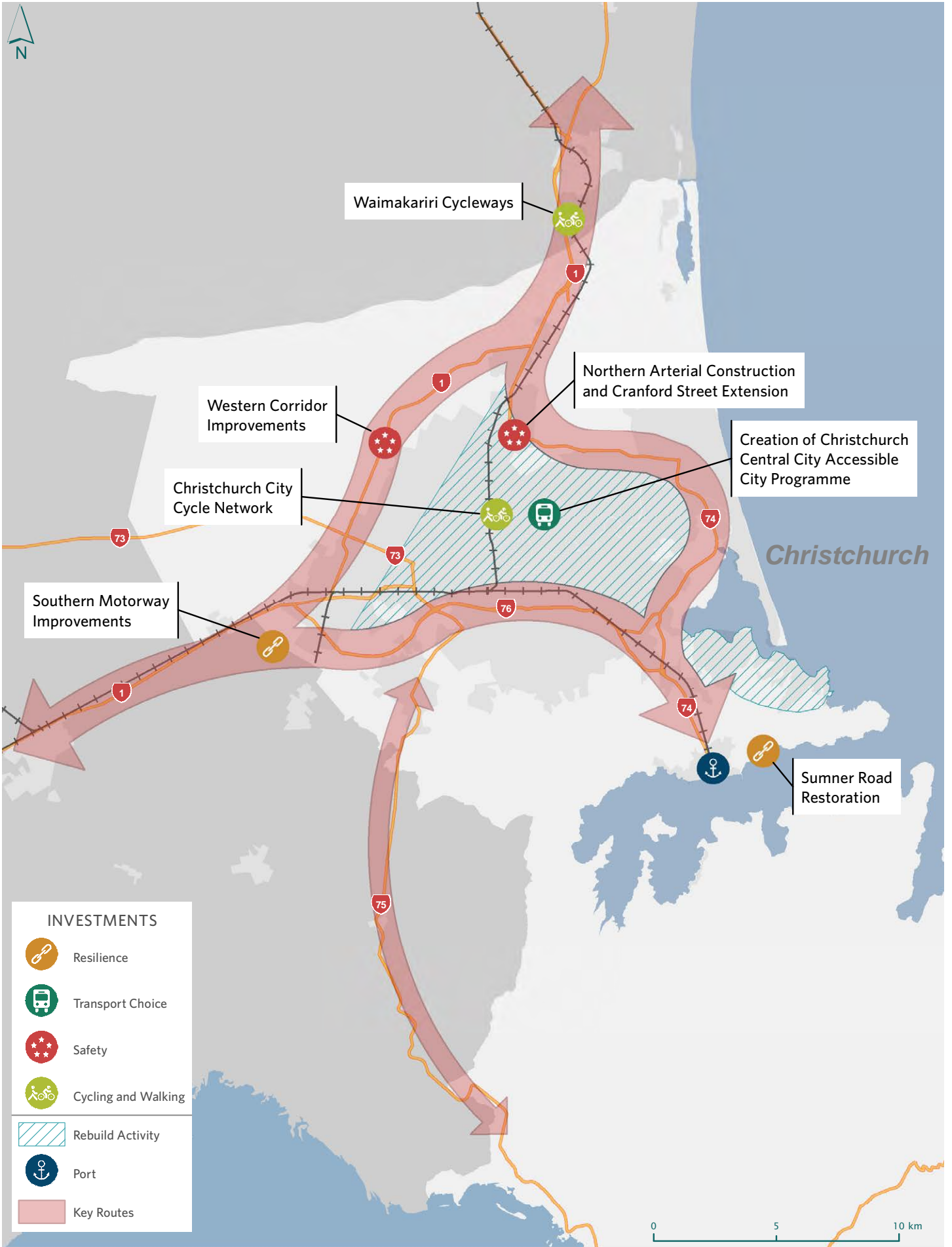
Post-quake, towns and smaller settlements have flourished to the north, south and west of Christchurch. This has resulted in significant growth in the number of commuter vehicles driving into and out of Christchurch each day. The highways, particularly to the north, and city streets have become heavily congested, the situation being compounded where routes are affected by road works, road closures and detours.

Development of the Christchurch Motorways - the Southern Motorway, Western Corridor and Northern Arterial - had been planned for many years as part of the Urban Development Strategy to accommodate growth in neighbouring Waimakariri

District and Selwyn District. These routes have become more critical with the change in commuter patterns and by the end of this 2015-18 National Land Transport Programme (NLTP) 60% of the programme will be complete. All three routes are scheduled for completion by 2020, at a cost of more than \$900 million. The new motorways will significantly improve network resilience and economic productivity by enhancing network reliability and reducing travel times by up to 15 minutes on the Southern Motorway from Rolleston to the central city, and all motorists will enjoy safer and more predictable journeys.

As well as investing in the motorways, the Transport Agency is co-investing with our Greater Christchurch partners in other measures in the short term, such as new bus services, bus prioritisation at key intersections and additional lane capacity to reduce congestion and improve traffic flows along the northern corridor.





The Transport Agency is also co-investing with Christchurch City and Waimakariri District Councils in initiatives aimed at encouraging people to cycle, walk or use public transport. A total of \$47m investment will contribute to the creation of a safer, more pedestrian and cycle-friendly city in the next three years. Also proposed is \$137m co-investment with Environment Canterbury and Christchurch City Council over the next three years to sustain and encourage greater patronage of the city's bus services, operations and improvements.

A further \$200m will be co-invested with Christchurch City and Waimakariri District Councils this NLTP period to complete the Transport Agency's commitment of more than \$620m to rebuild the Greater Christchurch transport network. The priority with this work is to ensure the network is effective, efficient, safe and, most importantly, resilient.

The total investment in Greater Christchurch during the 2015-18 NLTP period will be \$1,575m.



PREDICTABLE JOURNEYS

Knowing how long a journey might take is important for road users. The Transport Agency is looking at ways to make travel times more predictable. We are working to provide information that will help people make smart travel choices. This means understanding how and when people experience delays, and improving the availability of travel information so journeys can be planned in real time, with more confidence.

KEY STRATEGIC RESPONSES

THE TRANSPORT REBUILD

With 60% of Christchurch city's underground water, sewerage and stormwater pipes now either repaired or replaced, work is gearing up to complete the rebuild of the transport network and roads above them. Over two million square metres of roads, 150 bridges and more than 400 retaining walls were damaged across Greater Christchurch, of which about 40% have now been repaired. Since 2010, the Transport Agency has invested more than \$370m in the rebuild and will have invested more than \$620m when the work is completed in the 2015-18 NLTP period.

Work is set to begin on the \$80m project to restore the alternative freight access route over Sumner Road to the Lyttelton Port of Christchurch. This road was closed by rockfall following the February 2011 earthquake and Lyttelton Tunnel is currently the only viable link to the port for dangerous goods and other freight vehicles. Work to re-open this strategic lifeline route is expected to be completed by 2017/18.

The Waimakariri District Council expects to complete its earthquake recovery programme by 2017/18. The Transport Agency has invested \$5m in the council's programme and has agreed to a further \$4m to complete these works.

GROWING PUBLIC TRANSPORT

Congestion has become a real issue in Greater Christchurch as the area grapples with a growing number of vehicles on its roads. Investment in a better public transport network and service is seen as critical to provide benefits for everyone moving about the city. It will improve safety and help ensure the new network is more reliable and achieves the desired recovery in patronage.

During the 2015-18 NLTP period, the Transport Agency together with Christchurch City Council and the Canterbury Earthquake Recovery Authority (CERA) will be investing in bus lanes, a new Central City Bus Interchange and superstops on Manchester Street and at Christchurch Hospital as part of Environment Canterbury's hubs and spokes model. The new model includes five high-frequency core services that run across the city every 10 to 15 minutes, passing through the new Central City Bus Interchange, supported by connecting suburban services. Most people will be within 500 metres of a Metro bus service.

The Transport Agency has committed \$300,000 for Environment Canterbury's \$600,000 marketing campaign that will be rolled out to support the new model, change perceptions of public transport, and ultimately, get more people out of their cars and travelling by bus. The aim is to achieve a 20% increase in passengers carried by 2020 to 20 million passenger trips annually.

ENCOURAGING CYCLING AND WALKING

Christchurch has a strong commitment to encourage more people to cycle or walk. The City Council's Major Cycleway programme is planned to provide an extensive and connected cycleway network comprising 13 major cycleways through the city, linking with local cycleways.

All cycleways that are part of the Christchurch Major Cycleway Network will be Safe Cycle Routes. They will be constructed using the council's recently adopted Cycleway Design Guide, which requires cyclists to be separated from traffic lanes on busy roads. Wherever possible routes will be constructed off-road or in very low-volume streets, where car speed will be reduced using traffic management.

The Urban Cycleways Fund is expected to contribute to seven of the proposed cycleway projects that connect into the CBD along four primary corridors. These are routes where a significant increase in demand is forecast. Under current proposals, the Coastal Pathway that links the city to Sumner will also be progressed.

Waimakariri District Council is also developing a cycling network to link the urban areas of Rangiora, Kaiapoi and Woodend and connect the district network to the Christchurch Major Cycleway routes.

Education and promotional programmes will be developed to support any infrastructure programmes. These will encourage more people to cycle more often, more safely.

It is expected that the total cycling and walking investment in the Christchurch area in the 2015-18 NLTP period will be \$47m. This includes \$19.9m from the Urban Cycleways Fund.

ENABLING NORTH, SOUTH AND WEST CHRISTCHURCH ACCESS AND GROWTH

Greater Christchurch is experiencing growing pains as families and businesses relocate near or outside the city boundary in search of homes and business premises. The fast-tracking of the Roads of National Significance (RONS) projects, where possible, has been critical to get Christchurch moving again.

The Western Corridor, connecting north and south Canterbury with the Christchurch International Airport, is also important as a commuter route, providing safe and reliable access to homes and work. Three sections of this corridor are complete and the remaining three are all under construction with completion expected in 2017/18. The Western Corridor is expected to deliver an average peak journey time saving of five minutes.

To the north, work will begin in 2016/17 on construction of the Northern Arterial and Christchurch City Council's Cranford Street extension to improve safety and congestion, as well as supporting improvements to public transport, cycling and walking.

To the south, work will start in 2016 on the three-year project to construct the second and final stage of the Southern Motorway, providing good access to Lyttelton Port and the central city.

The anticipated \$137m 2015-18 NLTP investment in public transport is expected to result in over 16.6 million passenger trips per year over the next three years.

CHRISTCHURCH - AN ACCESSIBLE CITY PROGRAMME

A central city needs to be vibrant, safe, attractive and accessible. As part of the rebuild, Christchurch's Central City is undergoing significant change, including the reconfiguration of the transport network. The Transport Agency is working with the Christchurch City Council and CERA to deliver the 'An Accessible City' programme of the Central City Recovery Plan, which aims to create a pedestrian and cycle-friendly inner core and support the public transport network. The first of the Accessible City projects were completed early in 2015, challenging everyone to think about how they will access and enjoy what the new central city will offer.



The Transport Agency has co-invested \$18m in the first of five phases of this programme and will work closely with Christchurch City Council over the coming months to agree a plan for the next phases of implementation, with the expectation that further funding will be provided through the 2015-18 NLTP. This co-investment is being targeted to achieve improvements to traffic flows and provide safer, more enjoyable and people-friendly ways for people to move around the central city. These network improvements are also expected to play a major role in ensuring the public transport network will provide a high level of service and operate efficiently.

MAINTAINING THE NETWORK

Keeping land transport networks available for people to get where they want to go easily, reliably and safely is a primary objective of transport investment within and beyond Christchurch. Over the 2015-18 NLTP period \$489m has been allocated for local road and \$56m for state highway maintenance and renewals respectively. This is an increase of \$37m for local roads over the last three-year period.

The Transport Agency is working with councils to agree how the transport network will be maintained and operated to deliver the right level of service to meet the different needs on different parts of the network.

Given the pressure to achieve value for money from maintenance activity funding, any maintenance cost savings identified by a council will benefit all stakeholders. Savings can be redirected to councils where the condition of the network warrants an increase in maintenance investment and there is strong evidence to support the increase.

MAKING JOURNEYS SAFER

Across New Zealand around \$3.2 billion is expected to be invested in the transport network over the next three years to deliver improved safety outcomes. Most of this expenditure will be directed at infrastructure improvements through the capital works programme, often where safety is one of the outcomes, along with congestion relief and travel time improvements. A proportion of this investment targets specific safety improvements, including high-risk intersections, pedestrian and cycling safety initiatives, speed management and education programmes.

Working with NZ Police and investing together in road policing is at the heart of the region's investment. Together through targeted programmes the Transport Agency and NZ Police will work to address the factors contributing to crash-related deaths and serious injuries. These factors include speed, drink and drug driving, not wearing restraints, dangerous and careless driving, and high-risk drivers.

Across Greater Christchurch and Canterbury, the Transport Agency is supporting NZ Police to trial new modelling tools that will help the Police to deploy their road safety focused resources in a more targeted way. This initiative is focused on enhancing the excellent work already being delivered by the Police and is based on targeting resources to address specific safety considerations, such as safety risk factors, locations or times of day. If successful we expect to move quickly to roll out this initiative across all Police districts.

INVESTMENT HIGHLIGHTS

- A planned total of \$137m will be invested in public transport over the 2015-18 NLTP period.
- A total of \$47 million is expected to be invested in cycling and walking in Greater Christchurch during the 2015-18 NLTP period. This includes \$19.9m from the Urban Cycleways Fund.
- A total of \$489m is being allocated this NLTP period for the maintenance, operation and renewal of local roads in Greater Christchurch. Included in this is an increase of \$37m over three years in the Christchurch City Council network as the council transitions from a focus on repairing the earthquake damaged network to maintaining its whole network to deliver the right level of service.
- A total of \$56m for the maintenance, operation and renewal of the state highway networks.
- An investment of \$841m in new roads and network improvements is expected. Of this \$490m will be invested to deliver network efficiency and safety improvements to substantially complete the Transport Agency's Christchurch Motorways projects. These projects form part of the RONS programme, which is scheduled for completion in 2020. The programme involves upgrading all corridors that will form the strategic state highway network around Greater Christchurch, improving economic productivity and safety across Greater Christchurch.
- The Transport Agency has committed up to \$65m for the Christchurch City Council's \$80m project to re-open Sumner Road to the Lyttelton Port of Christchurch.

REGIONAL CASE STUDY

WORKING TOGETHER TO REBUILD THE NETWORK

When a city is devastated by a natural disaster, rebuilding the transport network is critical for recovery but it is a job that cannot be done alone – it needs all transport providers to work together to make smart investment decisions.

With 45% of Christchurch's roads damaged, 12,000 homes lost and more than 50% of the buildings in the central city destroyed, whole communities were displaced. Families struggled to find new homes within the city because of limited land availability and soaring values.

Greater Christchurch was fortunate to have an existing platform for redevelopment with the Urban Development Strategy (UDS). This 30-year plan for growth had helped build strong relationships between the partners that enabled them to respond quickly to the earthquakes.

The original UDS partners – the Transport Agency, Environment Canterbury, Christchurch City Council, Waimakariri and Selwyn District Councils – were joined by the CERA, the Ministry of Transport, Christchurch International Airport, Lyttelton Port Company and KiwiRail, with everyone signing up to the Greater Christchurch Transport Statement.

The Statement sets out how the key transport providers will work together to support the earthquake recovery and growth of Canterbury, through joint decisions on transport, land use and investments in the transport network that provide better value for money.

From this foundation of understanding and support, Greater Christchurch is making good progress with redevelopment of the network. This programme of work is looking to:

- address the changes in the region's demographics, with significant growth to the north, west and south
- improve access to the port and support the growth in freight while addressing congestion to improve efficiencies
- restore and grow bus patronage, which has declined since the earthquakes
- restore the transport network, in particular in the central city.

The partners recognise that most importantly they need to invest in a network that supports opportunities to get more people using public transport, cycling and walking to help with efficiency and predictable journey times.



DEVELOPING THE NATIONAL LAND TRANSPORT PROGRAMME

The NZ Transport Agency has worked with Regional Transport Committees to support development of their Regional Land Transport Plans (RLTPs), which inform the development of the NLTP.

RLTPs span six years and are produced in consultation with the community. All submitted activities must contribute to the purpose of the Land Transport Management Act 2003 and be consistent with the Government Policy Statement on Land Transport (GPS).



For more information on the NLTP in this region and nationally, go to www.nzta.govt.nz/nltp

If you have further queries, call our contact centre on 0800 699 000 or write to us: NZ Transport Agency, Private Bag 6995, Wellington 6141

Southern



The NZ Transport Agency's Southern region comprises the local government regions of Canterbury, Otago, Southland and the West Coast. This 2015-18 National Land Transport Programme factsheet covers the Southern region, except Greater Christchurch, which is covered separately.

OVERVIEW

Safety and route resilience, particularly for freight and tourists, will remain the greatest challenges facing the Southern region during the next three years.

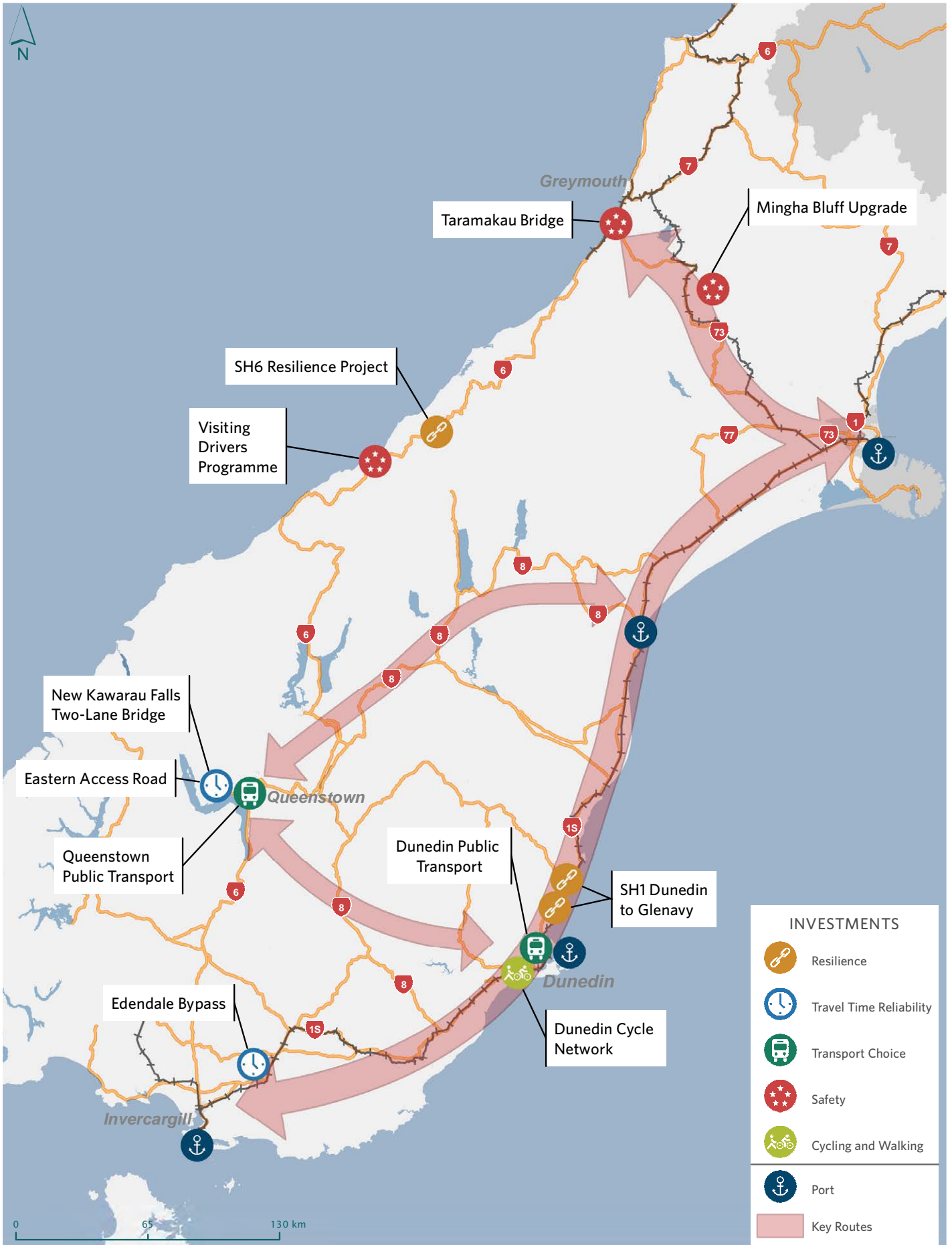
The region's transport network runs through mountainous terrain and over high alpine passes. There are long distances between towns and tourist destinations, and roads are often affected by flooding, snow, ice and slips. This can make roads treacherous and lead to motorists being stranded during extreme weather events.

The Transport Agency and councils' safety investment in the Southern region is targeted at making improvements to reduce crash rates and to save lives. A quarter of the region's capital programme will deliver safety benefits for the network, which is higher than the national average.

Investment to maintain the condition, efficiency and safety of the network is critical, as roads attract high numbers of tourists as well as being social and economic lifelines for the many remote communities in the Southern region. The realignment of Mingha Bluff to Rough Creek through the Arthur's Pass National Park, for example, will improve safety and network resilience while supporting the significant growth in freight in the area.

By the end of the 2015-18 National Land Transport Programme (NLTP) period, investment in bridge strengthening and other works will ensure up to 80% of the Southern region's state highway network and a number of local roads that access key industry and business sites will support High Productivity Motor Vehicles (HPMVs), capable of carrying heavier loads than standard trucks. As these vehicles can carry more freight on fewer vehicles they deliver significant economic, safety and environmental benefits.





KEY STRATEGIC RESPONSES

CONTRIBUTING TO ECONOMIC GROWTH AND PRODUCTIVITY

The geographically spread and relatively isolated communities within Canterbury, Otago, Southland and the West Coast rely on the transport network. As well as being a lifeline for communities, the economy relies heavily on the network to transport its products to market and the growing number of visitors to their destinations.

Challenging geography and climate mean the network is vulnerable to flooding, storms and being blanketed in snow and ice. These types of natural events can quickly close roads, strand travellers and isolate communities. Good planning to manage the network is critical to getting everyone moving again and this involves providing alternative routes where possible.

Work will continue throughout the 2015-18 NLTP period on various new initiatives to help improve the resilience of the network and support economic growth and productivity.

GROWING PUBLIC TRANSPORT

Increasing public transport patronage in the Southern region is a priority, particularly in Dunedin and Queenstown.

A full review of Dunedin's public transport network has been completed by the Otago Regional Council, with the aim of growing bus patronage in the city by 22% over the next three years.

The review covered all aspects of the Dunedin public transport network, and identified a number of cost-effective ways to address the barriers to using the current bus network, including providing a bus hub in the central city to enable people to change services easily; offering a web-based real time information system so people have better information about when their bus is coming; improving bus stop seating and shelters; changing bus routes and improving services on main routes that have the potential to transport the most people; implementing easy to understand and consistent timetables; providing improved information and branding at bus stops; and introducing a simplified fare structure with three main zones and a discount for people who use the bus regularly.

These improvements are all part of the agreed 2015 Regional Public Transport Plan. Otago Regional Council is now in the process of using the partnering delivery model of the Public Transport Operating Model (PTOM) to develop a closer working relationship with operators to improve customer service and performance, grow patronage and reduce reliance on public subsidies. Tendering for bus services has been designed to recognise the skills and experience of bus operators, and ensure a competitive market for public transport while providing services that give people choices about how they can get to a wide range of destinations.

Transport funders are currently looking at ways to best manage growing transport demand from residents and visitors in the Wakatipu Basin, particularly for trips to or through Queenstown town centre and Frankton Flats during busy times of the year. Improved public transport services and infrastructure are likely to be important components of any potential programme to alleviate the impact of increasing private vehicle trips on the constrained road network. A full review of the public transport network in the area is planned for the second half of 2015 as part of the business case work.

2015-18 NLTP public transport investments are forecast to result in 2.9 million passenger trips being made every year for the next three years in Otago, and 278,000 passenger trips per year for the next three years in Southland.

ENCOURAGING CYCLING AND WALKING

Working with Dunedin City Council, a number of projects will be progressed in the 2015-18 NLTP period to expand the city's cycleway network and support cycling as a safer and more attractive transport choice for both commuters and recreationalists.

Significant cycling programme proposals include safety improvements for cyclists along State Highway 1, featuring separated cycleways on the one-way system through the Dunedin CBD.

Dunedin City Council also plans to develop its South Dunedin cycle network. This is in an area of the city where 40% of residents do not have access to a car. This network has been

prioritised to improve accessibility not only for cyclists, but also pedestrians and public transport users, by looking at network-wide improvements and integration. The proposed network will provide connections to the Harbour cycleway and central Dunedin.

Port Chalmers cycleway is expected to be completed from St Leonards at an estimated cost of \$6 million, delivering a safe commute between the communities adjoining the railway and separated from the state highway. It is also expected that the central city and North East Valley corridor, including the City to Harbour Bridge, will receive funding from the Urban Cycleways Fund to provide dedicated cycleways.

Most of the planned cycleways include high-quality shared paths that will also benefit pedestrians.

It is expected that the total cycling and walking investment in Dunedin in the 2015-18 NLTP period will be \$10m. This includes \$3.5m of Urban Cycleways funding.

MAINTAINING THE NETWORK

Keeping land transport networks available for people to get where they want to go easily, reliably and safely is a primary objective of transport investment across the Southern region. Over the 2015-18 NLTP period, \$430m has been allocated for maintenance and renewals of local roads and \$316m for state highways.

The Transport Agency is working with councils to agree how the transport network will be maintained and operated to deliver the right level of service to meet the different needs on different parts of the network.

Given the pressure to achieve value for money from maintenance activity funding, any maintenance cost savings identified by a council will benefit all stakeholders. Savings can be redirected to councils where the condition of the network warrants an increase in maintenance investment and there is strong evidence to support the increase.

MAKING JOURNEYS SAFER

Across New Zealand around \$3.2 billion is expected to be invested in the transport network over the next three years to deliver improved safety outcomes. Most of this expenditure will be directed at infrastructure improvements through the capital works programme, often where safety is one of the outcomes, such as the \$4m Rakaia – Ashburton safety initiatives. Further related improvements include congestion relief and travel time improvements. A proportion of this investment targets specific safety improvements including high-risk intersections, such as Pinehill Road in Dunedin, which will benefit from \$4m investment in pedestrian and cycling safety initiatives, including Port Chalmers cycleway completion at a cost of \$6m, as well as speed management and education programmes.

Working with the NZ Police and investing together in road policing and road safety promotion is at the heart of the region's investment. Together through targeted programmes the Transport Agency and NZ Police will work to address the factors contributing to crash-related deaths and serious injuries. These factors include speed, drink and drug driving, not wearing restraints, dangerous and careless driving, and high-risk drivers.

INVESTING IN FREIGHT EFFICIENCY

In collaboration with our freight partners, the draft South Island Freight Plan has been developed and will be consulted on in 2015. The plan looks to better manage all parts of the freight network, including rail, to improve freight productivity throughout the South Island. The priority is to ensure that goods reach their destination, whether in New Zealand or beyond, with minimal impact on other road users. This work ensures investment in the network will be targeted to achieve the best outcome for everyone.

Bridge strengthening work will also continue throughout the region during the next three years to ensure the network is capable of supporting the growth in HPMVs, which can weigh up to 62 tonnes, reducing the overall number of freight vehicles on our highways and improving safety. One area of focus is the route between Blenheim and Christchurch, which will benefit from \$3m investment. By 2018, up to 80% of New Zealand's state highway network will be capable of carrying HPMVs.



INVESTMENT HIGHLIGHTS

- Growing public transport, particularly in Dunedin and Queenstown, continues to be a priority in the Southern region, with \$36m earmarked for co-investment with the Otago Regional Council in public transport during the 2015-18 NLTP period.
- Encouraging cycling and walking in Dunedin has been very successful to date and it is expected that the total cycling and walking investment with Dunedin City Council in the 2015-18 NLTP period will be \$10m. This includes \$3.5m of Urban Cycleways funding.
- A key focus in the next three years will be progressing work on building a number of cycleways in the Dunedin area. These include finishing more sections of Dunedin City Council's Harrington Point to Dunedin cycleway to improve safety on what is a busy tourist route, and completing the final stage of the Transport Agency's State Highway 88 shared cycling and walking path between Dunedin and Port Chalmers.
- A range of projects will be delivered during this NLTP period to improve safety throughout the region, including the realignment of Mingha Bluff at Arthur's Pass; construction of the new Taramakau Bridge near Greymouth; completion of Dunedin's one-way system cycleway; completion of the four-laning of the Caversham Highway; and widening the Kakaho Creek bridge at Hampden. The Transport Agency will be investing in Dunedin City Council's widening of Portobello Road near Dunedin and in a range of initiatives to improve safety for visiting drivers, such as the installation of median barriers, rumble strips and road realignments.
- In Dunedin a \$40-\$45m safety improvements project on State Highway 1 between Anderson's Bay Road and Lookout Point will be completed in this NLTP period. It is one of the largest highway projects ever seen in the Otago-Southland area. When finished it will improve safety, ease traffic congestion, reduce travel times and provide better road freight access to the Port of Otago. Stage 1 of the project involving the four-laning of the Caversham bypass was opened in October 2012. Stage 2 from Barnes Drive to Lookout Point is scheduled to open in the final quarter of 2015. This section of the project includes a new bridge linking Riselaw and Mornington Roads. The bridge will improve safety, as traffic on these two local roads will no longer need to use two busy and high crash-risk intersections to cross State Highway 1.
- More reliable travel times will result from the construction of improvements to the network at Frankton including the new two-lane Kawarau Falls Bridge, a bypass at Edendale near Invercargill, a range of improvements along the Kaikoura Coast, and route improvements throughout the region for freight vehicles.
- The Transport Agency has joined forces with our road safety partners and the tourism industry to improve road safety for visiting drivers. The Visitor Driver Safety project is focused on the Otago, Southland and Westland regions, where there are much higher concentrations of visitor drivers on roads. A range of future work is planned over the next three years including changes to road signs and markings so they are more visitor driver-friendly to provide information that will keep road users safe.

- In the 2012-15 NLTP period \$750m was spent on highway and local road maintenance, operations and renewals. A total of \$745m will be invested in the 2015-18 NLTP period.
- The Transport Agency will build a new two-lane bridge at Kawarau Falls, at Frankton on State Highway 6, as part of the Government's Accelerated Regional State Highway Package. This will provide a safer and more resilient southern highway connection into Queenstown, as well as ease traffic congestion in the rapidly growing nearby Frankton Flats area.
- The Queenstown Lakes District Council's Eastern Access Road around the Queenstown International Airport will be completed during the next three years. This road will improve access and safety, from major commercial developments in the rapidly growing Frankton Flats area onto State Highway 6, while improving traffic flows on the wider highway network in the Queenstown area.
- The Transport Agency's \$22m realignment of State Highway 73 from Mingha Bluff to Rough Creek through Arthur's Pass National Park – another Accelerated Regional State Highway Package project – will improve safety and build greater resilience through this alpine pass, an important route connecting Christchurch and the West Coast, in particular for freight.
- During the next three years, the Transport Agency will build a new road bridge across the Taramakau River, on State Highway 6, near Greymouth (subject to programming). This two-lane bridge will greatly improve the safety of all road users who have been sharing a single-lane road-rail bridge.
- The Transport Agency will invest a total of \$7m in the State Highway 1 bypass around Edendale to reduce travel times between Gore and Invercargill and improve safety from the growing number of heavy vehicles accessing the Fonterra milk processing plant at Edendale, one of the largest in the southern hemisphere.
- The Transport Agency will continue investigations into finding new ways to improve route resilience on State Highway 1 between Dunedin and Glenavy, where the highway is often flooded during heavy rain, causing delays or resulting in lengthy detours for road users.

CASE STUDIES

IMPROVING NETWORK SAFETY AND RESILIENCE

Travel over the Southern Region's alpine passes, such as State Highway 73 that connects Canterbury to the West Coast, can be challenging for the tourists, freight drivers and locals who traverse them. As the highways are often cut into the side of steep, mountainous terrain they are narrow and prone to rock falls and slips during periods of rain or snow.

Work is now underway to realign and widen the notorious five kilometre section of State Highway 73 from Mingha Bluff to Rough Creek, near the Arthur's Pass township. This section of the highway is narrow at many points, with tight corners following the contour of the mountainside, resulting in poor visibility and safety concerns. Freight trucks and tourist buses travelling in different directions can struggle to pass on the narrow, winding carriageway, causing delays for the vehicles behind them.

The \$22m project is one of the Government's five Accelerated Regional State Highway Package projects. When completed in two years, State Highway 73 will offer safer and more predictable journeys between the two sides of the island, and continued growth in traffic volumes because of its greater reliability is expected.

As well as the engineering and traffic management elements of the project, steps to manage the environmental and heritage impacts of the work are being taken.

Collaboration with the Department of Conservation, Environment Canterbury and the NZ Fish and Game Council has resulted in agreement that seed from rare plant species will be collected and redistributed once the work is completed and other affected plant species will be replanted in the area. Where fish habitats will be disturbed, the fish will be captured, removed from the affected streams and returned to re-established areas. Where water is diverted, new passages will be built for fish to reach spawning grounds. Heritage New Zealand has identified features along the route that will be preserved, and the significance of the route for local iwi will be recognised with an interpretation panel.



COMBINED OTAGO-SOUTHLAND REGIONAL LAND TRANSPORT COMMITTEE - THE POWER OF ONE

Covering almost one-third of the South Island, the Otago and Southland regions face common transport challenges. These include having a large land area and road network, comparatively low populations in many areas, natural hazards impacting on transport networks and infrastructure upgrades being required to enable heavier freight vehicles to access key parts of the network. The two regions also have many similar safety issues.

These shared issues led the two Regional Transport Committees to jointly develop their Regional Land Transport Plans with a focus on maintaining the existing transport network, while promoting key improvements to transport services and infrastructure to:

- reduce the social cost of crashes
- support economic productivity and growth by enabling freight and visitor journeys
- increase network resilience
- enable all forms of transport to have appropriate access to the network
- ensure value for money investments
- improve inter-regional journeys.

Joining together to create these plans has seen greater awareness among the representative councils that journeys do not end at administrative boundaries. Many journeys in Otago and Southland and further afield, particularly the movement of freight to and from rural hinterlands, and the flow of visitors involve travel across the two regions.

Focusing on critical journeys and taking an inter-regional approach has allowed the two Regional Transport Committees to identify transport activities that will have the greatest benefits for both regions. The outcome is that the two plans are well aligned and address a common suite of cross-regional transport issues. The collaboration is also a great example of local authorities working with the Transport Agency for the benefit of both regions. The Regional Transport Committees are now considering whether one plan that covers both regions will be the next evolution.

VISITING DRIVERS PROJECT

The Visiting Drivers Project is one example of the Transport Agency, its road safety partners and the tourism industry working together. The focus of the project is on improving road safety for visiting drivers, while maintaining our reputation as an attractive and safe tourist destination.

Self-drive overseas visitor numbers are on the rise and are expected to continue growing. The project is focused on the Otago, Southland and West Coast regions, which have highest concentrations of visitor drivers on their roads.

Initiatives that have already been rolled out nationally as a result of this project include a 'steering wheel safety tag', similar to a luggage tag, fitted to the steering wheel of hire vehicles, reminding drivers of key New Zealand road rules.

The rental vehicle industry has also amended its standard form rental vehicle agreements, making it easier for rental vehicle operators to immediately cancel hire agreements if drivers pose a danger to others. A range of work is planned over the next three years including changes to road signs and markings so they are more visitor driver-friendly, to the more effective provision of information to help keep visitor drivers safe on our roads.



DEVELOPING THE NATIONAL LAND TRANSPORT PROGRAMME

The NZ Transport Agency has worked with Regional Transport Committees to support development of their Regional Land Transport Plans (RLTPs), which inform the development of the NLTP.

RLTPs span six years and are produced in consultation with the community. All submitted activities must contribute to the purpose of the Land Transport Management Act 2003 and be consistent with the Government Policy Statement on Land Transport (GPS).



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