

2021-24



Ngā Kaupapa Huarahi o Aotearoa

National Land Transport Programme



Waka Kotahi NZ Transport Agency

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2021-24 revenue and investment flows

Funding will come from...

National Land Transport Fund

Road user charges (net)¹ **\$6 billion**

End customers of freight carriers in the prices paid for goods and services. Light diesel vehicle owner payments

Fuel excise duty (net)¹ **\$6.7 billion**

Excise collected at source (fuel shipments & refinery) and recharged in petrol, LPG and CNG prices

Motor vehicle registry fees (net)¹ **\$690 million**

Public road users through registration & licence fees to access the roading network

Use of opening balance **\$260 million**

Use of surplus from previous NLTP

Rail Network Investment Programme **\$830 million**

Crown top up

NLTF debt financing **\$2 billion**

Crown loan

Other funding

Local share of NLTP activities **\$4.8 billion**

Local residents through the rates and charges paid for local authority provision of transport infrastructure and services

New Zealand Upgrade Programme (NZUP) **\$2.5 billion**

- additional Crown funding

SuperGold card **\$90 million**

Taxpayers through the subsidies paid to fund SuperGold card for off peak public transport travel via Ministry of Transport

Crown Infrastructure Package/economic stimulus package **\$70 million**

- additional Crown funding

Provincial Growth Fund **\$100 million**

- additional Crown funding

NZUP Regional Investment Opportunities **\$50 million**

- additional Crown funding

Housing Infrastructure Fund loan **\$300 million**

Crown loan to fund acceleration of roading projects to support of high growth urban development in Auckland, Hamilton, Tauranga and Queenstown

1. Net of refunds and administrative costs

2. Covers costs for bad debts, search & rescue, recreational boating safety awareness and revenue system management

TOTAL FUNDS

\$24.3 billion

and will be invested in...

Walking and cycling improvements

\$1 billion

Road to Zero safety improvements

\$3 billion

Public transport, infrastructure

\$2.3 billion

Road, walking and cycling network operations and maintenance

\$7.2 billion

Local, regional and state highway road improvements

\$6.6 billion

Public transport services

\$2.6 billion

Rail improvements

\$1.3 billion

Miscellaneous²

(includes coastal shipping and long term planning)

\$450 million

TOTAL FUNDS

\$24.3 billion

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Regional summaries

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Foreword

The government has an ambitious programme of transformational change it is seeking for New Zealand's land transport system that will support the transition to reduced emissions, keep people safe and ensure our communities are better places to live. Investment from the National Land Transport Fund (NLTF) has an important role to play in supporting this vision for the future.

Funding through the 2021–24 National Land Transport Programme (NLTP) has been targeted at delivering a land transport system that is safe and accessible; that supports Aotearoa's economic recovery and continues our transition to a more sustainable transport system. Through this investment we're connecting people, products and places and investing in the planning that will help ensure Aotearoa thrives.

Waka Kotahi NZ Transport Agency has worked closely with our co-investment partners in local government and others to develop the NLTP. The NLTP gives effect to the strategic direction and funding allocations in the Government Policy Statement on land transport 2021–31 (GPS 2021). It is a robust investment programme to deliver on the government's four strategic priorities (safety, better travel options, improving freight connections, and climate change) and meets investment expectations for the four government commitments – Auckland Transport Alignment Project (ATAP), Let's Get Wellington Moving (LGWM), the New Zealand Rail Plan (the Rail Plan) and the Road to Zero Strategy.

We've faced significant funding pressures in developing this NLTP, with \$12.9 billion of our forecast \$13.6 billion revenue through the NLTF being needed to meet the lower limit across the 11 activity classes within the GPS. More than 90% of this forecast revenue was already committed for approved projects under contract or construction, to meet public-private partnerships (PPP) repayments and for continuous programmes to maintain levels of service on our roads and public transport networks. To ensure we could deliver better outcomes for Aotearoa, in particular through ATAP and LGWM, the Crown has given us comfort they will provide significant additional financing of \$2 billion. This has enabled us to present a programme that enables us to give better effect to the strategic priorities and government commitments within the GPS. However, it is recognised that for future NLTPs, further increases in the level of funding or financing will be required for Aotearoa to transition to a low carbon future and meet emerging transport emissions reduction targets.

Aotearoa faces increasing costs to maintain existing assets. The transport system has grown and become more complex, costs for labour and materials continue to increase, the network is being accessed by more and larger vehicles, and there are increasing impacts from climate change, with more frequent and severe weather events.

In this NLTP, we have focused our investment on:

- meeting existing commitments, such as debt repayments and funding for projects already under contract or construction
- maintaining the roading network at current levels of service for safety, access and resilience
- restoring the condition of the existing rail network to make it more reliable and resilient to support existing services and provide a platform for growth
- maintaining public transport services at current levels to support forecast growth
- completing the walking and cycling programme of commitments and projects underway, as well as investing in a high number of new projects spread across the country
- investing in new key public transport infrastructure that will support growth, sustainability and provide travel choice, and
- funding continuous programmes for road policing and road safety promotion at a base level of service.

During this three-year period, total investment in the land transport system will be significant. It is expected to be about \$24.3 billion across the NLTF, Crown funding and co-investment from local councils. Funding for the NLTF is forecast to rise 5% from \$12.9 billion in 2018–21 to a net \$13.6 billion in 2021–24.

Throughout this three-year period, there is additional investment in the land transport system, outside of the NLTF, by the Crown through the NZ Upgrade Programme, the Crown Infrastructure Package and regional projects. Increasingly, significant improvements to the land transport system are likely to require Crown funding or financing as fuel-related revenue decreases with improvements to vehicle efficiency and a greater number of electric vehicles.

To make our cities better places to live and reduce carbon emissions, we need to give people better options than travelling by car. The GPS prioritised funding to support people using shared transport options such as buses, trains and ferries, and walking and cycling.

In our rural areas, where people are dependent on travel by private car to access essential services, such as healthcare, education and employment opportunities, we have prioritised funding activities that support an efficient and safe transport system. This ensures we keep communities connected and can get freight to market, helping regional economies to thrive.

This GPS broadens the activities to be supported by the NLTF to include coastal shipping and a significant contribution to rail.

The 2021-24 NLTP is a snapshot in time; the demand for funding from the NLTF means that not all activities can be funded at the start of the NLTP, and some activities currently identified for funding may not proceed. We expect there will be changes in the activities that are able to be approved for funding under the NLTP through the three-year period as revenue and spend changes.

We'll continue to work with our local government co-investment partners and others in the coming three years to make our land transport system safe, ensure it connects people and businesses in our cities, towns, regions and rural areas; meets the needs of our growing communities; and contributes to the transition to a low-carbon economy.



Brian Roche

Sir Brian Roche
Chair, Waka Kotahi Board



Nicole Rosie

Nicole Rosie
CEO, Waka Kotahi

The period of COVID-19 related lockdowns which began on 17 August 2021 is likely to have a material impact on key aspects of the NLTP, including: NLTF revenue forecasts; availability of local share; activity cost estimates and delivery timelines. It has not been possible to factor those impacts into the NLTP given the timeframes and uncertainty over both the extent of any impact and potential financial support from the Crown.



Ngā Kaupapa Huarahi o Aotearoa

National Land Transport Programme

Ngā Kaupapa Huarahi o Aotearoa talks to the numerous projects, topics and themes across the many highways, roads, streets and pathways of Aotearoa.

Ngā Uara | Our values

Our values are from *Te Ara Kotahi, our Māori strategy* and they influence how we work and how we engage with iwi, partners, stakeholders and communities.

Rangatiratanga - we recognise, respect and value each other as partners.

Manaakitanga - we exercise care and the work we do is mana enhancing and supportive.

Kaitiakitanga - we recognise that the environment is a taonga that must be managed and looked after carefully.

Whanaungatanga - we foster meaningful and enduring relationships based on good faith, mutual respect, understanding and trust.

Whakapono - we act with integrity and honesty.



Introduction

Transport plays a crucial role in supporting the wellbeing of our communities. When the transport system is well planned and well managed, it delivers social, economic and environmental benefits.

The government's strategic priorities for the land transport system are set out in the GPS 2021. It focuses on creating a safe, well-connected and low-emission land transport system to move people, get goods to market and provide choice in how this happens.

GPS 2021 guides our decision-making on where investment from the NLTF will be spent during the next 10 years. It sets out the government's priorities for the land transport system, how much revenue is forecast to be raised for the NLTF, how much borrowing we can access and how this funding will be allocated across different types of land transport activities.

The NLTP is a three-year programme of prioritised activities with a 10-year forecast of revenue and expenditure. It is prepared by Waka Kotahi to give effect to the GPS and is a partnership between Waka Kotahi, which invests NLTF funding on behalf of the Crown, and local government, which invests local funding on behalf of ratepayers. It includes activities in the Rail Network Investment Programme (RNIP) which is approved by the Minister of Transport and funded from the NLTF through the rail network and public transport infrastructure activity classes.

In preparing the 2021-24 NLTP, we worked closely with local, regional and unitary authorities, Auckland Transport, KiwiRail, the Department of Conservation and Waitangi Trust Board to develop a programme of national and regional activities that responds to the GPS 2021 and provides a transport system that meets the needs of today and in the future.

The NLTP includes local land transport projects and activities put forward by Regional Transport Committees (RTCs) in their Regional Land Transport Plans (RLTPs), including activities from the Waka Kotahi Investment Proposal for state highway maintenance and improvements and the proposed programme of national activities. These include national road safety education and advertising campaigns, road policing, research programmes that explore new and smarter ways to deliver customer benefits and national technology solutions, such as the National Ticketing Solution.

This investment also includes joint programmes with our local and central government partners, such as the Network Optimisation Programme to develop national tools and standards to efficiently move people and goods; and the Road Efficiency Group (REG) which builds capability and provides leadership to help shape a more accessible, safe and sustainable transport system.

All proposed activities have been initially assessed for inclusion in the NLTP and prioritised for funding through the Investment Prioritisation Method (IPM) and then through a moderation exercise to ensure that all activities are prioritised to give effect to the GPS 2021.

We must plan to meet the level of expenditure for each activity class as set out in the GPS – this means meeting the minimum spend across all activity classes.

The NLTP sets out forecast activities and expenditure for 2021-24. Some activities are committed for funding, other activities continue to be proposed, awaiting further planning, information and/or funding to confirm their priority and to be approved.

Investment by the numbers

Everyone who drives a vehicle makes a contribution to the NLTF.

\$24.3 BILLION

The total investment in land transport under this NLTP

Revenue in the NLTF comes from two main sources - fuel taxes and road user charges. Smaller amounts of revenue come from vehicle licensing.

There is a smaller sum collected from the sale of surplus land/property and rail track user charges.

The majority of this revenue is gathered into the NLTF and allocated to the NLTP. The NLTF is to be solely used for activities in the NLTP, with limited exceptions. These include search and rescue, and regulatory activities.

Funds are also provided by local government, to invest in their local and regional land transport system on behalf of their ratepayers. There is also targeted Crown funding for some activities, such as subsidies under the SuperGold scheme.

In 2021-24, \$24.3 billion of funding is forecast to be managed under the NLTP. This is an increase of 44% compared to 2018-21. It includes an estimated investment of \$15.6 billion from the NLTF, including \$2 billion of assumed financing, \$4.8 billion of local share, \$800 million of Crown funding to help fund the RNIP and \$2.5 billion Crown funding will be managed alongside the NLTP for the New Zealand Upgrade Programme and the Provincial Growth Fund.

\$3.8 BILLION

Investment by the Crown through funding and financing

\$4.8 BILLION

Investment by local government

\$15.6 BILLION

The total investment from NLTF, including \$2 billion of assumed financing



\$1.3 BILLION

Total investment in New Zealand's rail network over the next three years

\$5 BILLION

Investment in public transport

\$1.24 BILLION

Forecast investment in road policing during the next three years

\$1.25 BILLION

Total investment in local road improvements over the next three years

\$910 MILLION

Total investment in walking and cycling networks over the next three years

\$197 MILLION

Forecast investment in road safety promotion during the next three years

\$7 BILLION

Total investment on state highway and local road maintenance

\$2.9 BILLION

Investment to reduce deaths and serious injuries on New Zealand roads through the new Road to Zero activity class

\$2.6 BILLION

Total investment in improving New Zealand's state highway network over the next three years



Development of the NLTP

The 2021-24 NLTP is a three-year programme that sets out how we, working with our partners, will create a safe, well-connected, more resilient land transport system that supports emissions reduction goals.

It sets out the activities that can be funded from the NLTF under the Land Transport Management Act 2003 to give effect to the GPS 2021.

The government's transport priorities are focused on creating a transport system that is sustainable, offers choice in the way people move around to better manage urban growth, reduces harm both to people and the environment, and uses technology to manage travel demand and help people make good travel choices.

In our cities, we're investing in an integrated transport system that can support sustainable growth, while at the same time helping everyone to be less reliant on private vehicle travel – businesses included. Creating new walking and cycling facilities and investing in public transport to make our buses, trains and ferries more frequent and reliable, is important if we are to reduce carbon emissions and congestion. We need to support people to change the way they move around by enabling them to choose a variety of travel options every day, if our cities are to become better places to live.

In the regions, we're investing to maintain existing networks that keep communities connected and get goods to market. Our rural areas rely on their transport network for their day-to-day and critical connections.

Other Crown funding will support sustainable regional development and build greater resilience into the network.

Assessment of the NLTP

We're required to ensure that the NLTP contributes to an effective, efficient and safe land transport system in the public's interest and in accordance with the purpose of the Land Transport Management Act 2003. We're also required to ensure the NLTP gives effect to the GPS and takes into account Regional Land Transport Plans, the National Energy Efficiency and Conservation Strategy and relevant policy statements in force under the Resource Management Act 1991. The NLTP must also include an assessment of how it complies with these requirements. The NLTP was developed to give effect to these requirements, and how these requirements are met is detailed in this document.

Government Policy Statement on land transport 2021 (GPS 2021)

The GPS determines how money from the NLTF will be co-invested with local government in a range of activities to maintain, renew, operate and improve the land transport system.

It is these activities, as well as a forward view of land transport beyond 2021-24, that form the NLTP.

GPS 2021 took effect on 1 July 2021. It has four strategic priorities that build on those in the GPS 2018, contributing to improving the country's wellbeing and creating communities that are great places to live. These are:

- **Safety** – developing a transport system where no-one is killed or seriously injured.
- **Better travel options** – providing people with better transport options to access social and economic opportunities.
- **Improving freight connections** – for economic development.
- **Climate change** – developing a low-carbon transport system that supports emission reductions, while improving safety and inclusive access.

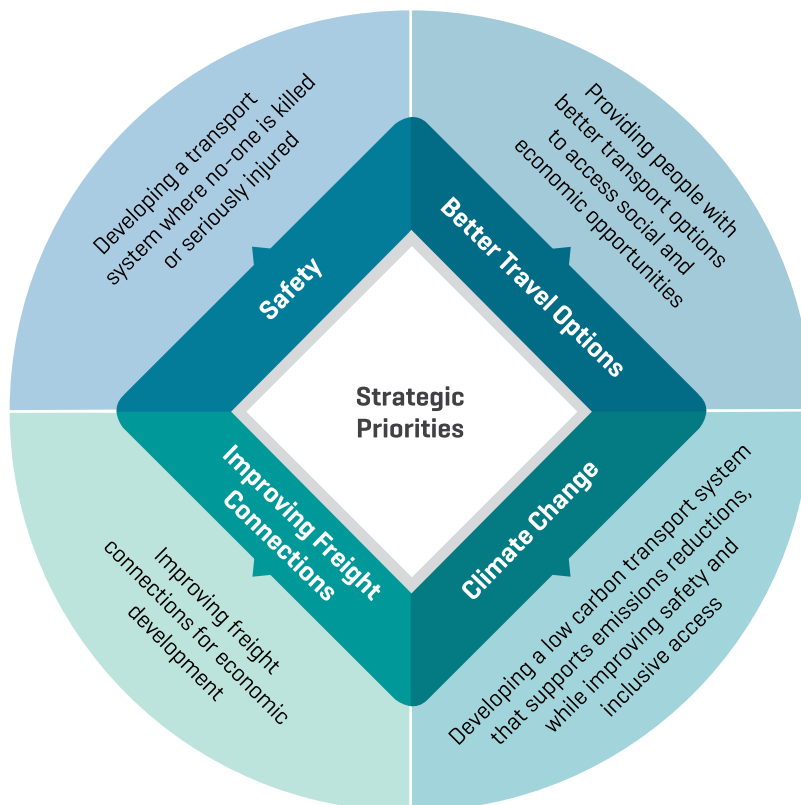
The four strategic priorities in the GPS are framed by the Ministry of Transport's Transport Outcomes Framework, which provide a long-term view for the wider transport system, including land, air and maritime transport.

Within the GPS 2021 there are 11 activity classes. These signal how funding is to be allocated from the NLTF. New activity classes in the GPS 2021 are Road to Zero, rail network and coastal shipping.

The lower level of activity class funding ranges in the GPS 2021 were developed based on the estimated funding needed to:

- meet prior commitments, such as repayments for public private partnerships (PPPs) and significant projects which have already had funding approved
- maintain the land transport system at current levels of service, such as for safety and resilience, across all travel options and in line with forecast demand
- meet increasing costs of construction, the impacts of climate change and increasing demand which impacts on the costs of network maintenance and repairs.

For the first time, GPS 2021 also sets investment expectations in relation to four government commitments: ATAP, LGWM, Road to Zero safety strategy and the Rail Plan.



Wider government objectives

Investment in the land transport system delivers a range of outcomes and benefits for people, business and the economy. Some of these benefits are directly transport-related – others support wider government outcomes.

The 2021–24 NLTP supports government’s wider objectives for:

- making our cities and towns, in particular growth areas, great places to live
- addressing pressure on housing availability and affordability
- supporting sustainable economic recovery from COVID-19.

Making our cities and towns great places to live

For our cities and towns to support the wellbeing of people and the environment, we need them to:

- be designed to encourage people to live, work and play in their community
- support rapid bus and rail transit networks to enable compact urban growth
- have high-quality, well-connected, safe, reliable and accessible public transport and walking and cycling networks, making it easy for people to move around without using their car.

The 2021–24 NLTP contributes to the government’s goal of making our cities and towns greater places to live by enabling us and our partners to:

- better manage growth in our main urban areas by changing use of our transport corridors
- help shape travel options and compact urban form to manage demand in main urban areas
- deliver on travel choice programmes and ensure investment supports development of new communities with sustainable travel options
- invest in people making greater use of public transport, walking and cycling opportunities and using new ways to move about
- make shared spaces safer and more attractive for people to use
- invest in initiatives that result in the reallocation of road space for shared use by all the ways people want to move around.

Housing availability and affordability

The 2021–24 NLTP contributes to addressing pressures on housing availability and affordability by enabling us and our partners to:

- work with Kāinga Ora as it plans for and builds houses and communities in priority development areas, which are currently Auckland and Porirua
- increase housing supply and improve housing affordability and choice through sustainable development with central government, local government and mana whenua in our main urban areas
- invest in road and rail infrastructure, public transport services and walking and cycling infrastructure to support the development of new communities with sustainable transport connections.

Economic recovery from COVID-19

COVID-19 has significantly changed the way we live, work, shop and travel. More people are now working from home and greater numbers continue to shop online, increasing the volume of goods being home delivered. The pandemic has changed travel patterns, which has had a positive impact on traffic congestion and the environment in our cities and towns.

It has also shown us that we can move around our cities and towns in different ways and that there are benefits when there are fewer vehicles on the road – less air and noise pollution, less congestion, and increased public health from more walking and cycling. We can continue to harness some of these benefits in the way that we plan and meet demand for transport into the future.

COVID-19 has had a significant impact on regions that depend on tourism and/or migrant workers. Some regions continue to struggle with lower population and employment growth, significantly reduced tourism numbers and less travel demand, particularly on public transport. This has resulted in some regions struggling to fund their share of investment in the land transport system.

During this NLTP period, there is expected to be slower growth and reduced numbers of visitors. This three-year plan has been produced based on the expectation that Crown funding will be made available to help cover the costs of further COVID lockdowns and that there will be a return to forecast levels of demand in the medium-to-long term, which is the current economic forecast.

Through our delivery of government investment in both the NZ Upgrade Programme and Crown Infrastructure Package, we are supporting the regions through economic stimulus and jobs. Many of these projects are about developing corridors that also support growth, travel choice and well-connected sustainable ways to move around.



How we assess and prioritise projects

For each NLTP, the bids for funding for regional and national projects are always higher than available forecast revenue from the NLTF. To ensure funding is prioritised and distributed on a national basis to give effect to the GPS and achieve the best investment for New Zealand, we develop an investment framework which is used to assess and prioritise each activity for funding.

For the 2021–24 NLTP, we developed the Investment Prioritisation Method (IPM) to give effect to the GPS 2021 and prioritise activities for funding. This replaces the Investment Assessment Framework (IAF) that was used for the 2018–21 NLTP.

In broad terms, funding is prioritised using the following tiered investment approach:

- Activities that have been previously approved for funding and are continuing to be delivered in 2021–24.
- Continuous programmes, such as state highway and local road maintenance, public transport services and road safety promotions – and indicative funding for these are provided early to councils to enable them to finalise their Long Term Plans and to Regional Transport Committees to finalise their RLTPs. This allocation reflects a starting point for assessing these programmes, the importance of maintaining ongoing levels of service, as well as an assessment of each programme for GPS alignment.
- The three-year RNIP as approved by the Minister of Transport.
- Improvement activities, including low cost low risk activities, are prioritised for funding based on the GPS priorities and government commitments. Low cost low risk activities are assessed primarily on GPS alignment.

By using the IPM, in conjunction with moderation undertaken by senior subject matter experts, considering RLTP priorities and involving representatives from local government and Ministry of Transport as observers of our prioritisation process, our decisions at every stage follow a transparent, evidence-based process to ensure we deliver the outcomes of the GPS and best value for money for New Zealand.

We must plan to meet minimum spend levels for each activity class. Each activity is prioritised for funding using the IPM, against other activities in the same activity class.

There is always a degree of over-programming within each activity class to manage the continual dynamic nature of activities, as a result of programme phasing, completion of business cases and availability of funding. This means the NLTP continually changes throughout the three-year period.

Our role – a story of leadership and collaboration

At Waka Kotahi, we're focused on providing one integrated land transport system that connects people, products and places for a thriving Aotearoa.

We have the responsibility to look after the national land transport system with our partners for today's and future generations. We're using innovation to make sure the system is not only efficient and sustainable, but unlocks opportunities and keeps New Zealand moving.

We have system leadership, planning, investment, regulatory and delivery roles to support our vision. We take an approach that responds to the investment direction set by government across all travel options, to maintain levels of service for customers and deliver improvements where these are needed.

Our role as system leader

Transport supports communities and regions to thrive by delivering a range of social, economic and environmental benefits. At Waka Kotahi, we're well positioned to help achieve these benefits, in partnership with others, working nationally, regionally and locally.

At the national level, we work with others who are shaping national infrastructure and networks, such as freight, tourism, and water services, to achieve wider outcomes for housing, urban development, health, education, and equity.

Regionally and locally, we work with local government and other partners to identify the key needs of the future land transport system. We provide sector leadership on issues that require national coordination, such as identifying levels of service for road maintenance and public transport services. We commission research that supports innovation and ongoing improvements to the way we build, operate and manage the land transport system. We model innovation through programmes such as Innovating Streets and we partner with industry to develop tools, digital platforms, policies and guidelines to promote efficiency and reduce costs for everyone who uses and pays for the land transport system.

Our role in system planning, spatial planning and urban design

We work with our partners to help achieve integrated planning, decision-making, programming and investment that will deliver better services and solutions for the land transport system.

We work in partnership with local government and others to plan and manage growth in our cities, towns and regions. This ensures land-use planning and the transport system are integrated, that our communities are well-connected and there is easy access to education, employment and essential services. This partnering ensures we plan and invest for transport and land-use, to do the right things, in the right place, at the right time.

We partner with local government to support access to core local transport services, such as local roads, public transport (by bus, rail and ferry) and active modes, support sustainable land-use development and urban form, support economic activity and provide efficient access to markets, primary freight hubs, and air and sea ports.

Our role as funder and co-investor

As a funder, we have several statutorily independent functions, including determining which activities are included in the NLTP and which activities will be funded from the NLTF. We're a full member of each of the 16 Regional Transport Committees and a member of the Auckland Transport Board. We also provide assurance advice to ministers on the Rail Network Investment Programme, which is funded from the NLTF and supports KiwiRail's activities in maintaining, operating and renewing the heavy rail network.

As a land transport investor, we co-invest in the development and maintenance of 85,800kms of local roads, the development of urban cycleways and walkways, and public transport networks for buses, trains and ferries to make it easier for people to move around.

Our role as road controlling authority

We manage and maintain 11,021kms of sealed and 31.5kms of unsealed state highways, which support economic growth, safety and resilience, and are critical in connecting our regions and communities.

We work with our local government co-investment partners to manage access to the state highway and local networks, manage transport demand, and respond to events and incidents.

We also work with major urban council partners to manage day-to-day transport operations, improve the flow of people and freight across the transport system to manage travel demand and improve travel reliability. State highways provide a lifeline for many local communities, making it important to reflect the right balance of movement and place to support local and national objectives.

Our role as regulator

As the land transport regulator, we're focused on reducing harm to people and the environment. We work to ensure the land transport system is safe, effective, efficient and functions well for everyone. We manage the licensing of drivers, commercial operators, rail operators and vehicles and regulate the transport industry to ensure it is safe. Our role in public transport has been expanded to include oversight of the planning, operation, implementation and delivery of public transport.

Our role in delivery

We design and deliver nationally-led projects and programmes funded under the NLTP - including programmes to maintain, renew and improve the state highway network and projects that require national coordination, such as the National Ticketing Solution.

We also deliver projects on behalf of the Crown, through the Provincial Growth Fund, the NZ Upgrade Programme, and the government's economic stimulus package in response to COVID-19. While these projects are not managed under the NLTP (because they are not funded from the NLTF), they need to align with the government's wider transport objectives and be integrated into the land transport system.

Arataki and the next steps with the 30-year plan

Arataki is our 10-year view of what is needed to deliver on the government's current priorities and long-term objectives for the land transport system. It shares the evidence base that informs our view and shapes the way we partner with others through planning and investment tools, such as spatial plans, network plans, RLTPs and the NLTP.

We're currently developing a baseline version of a 30-year system plan, drawing on the direction in *Arataki* and taking into consideration other plans that have an impact on future transport outcomes. It will set out a three-decade map of what we need to do to support a thriving Aotearoa and will be based on our best understanding of what our future transport system will need to deliver. It will consider gaps, opportunities and issues to clarify where we need to focus our efforts.

Future iterations will develop the baseline version into a full 30-year system plan.



Iwi engagement

Since the development of the 2018–21 NLTP, we have made significant improvements in building stronger relationships with Māori and recognising the role of Māori as a Treaty of Waitangi partner.

We have:

- launched *Te Ara Kotahi, our Māori strategy*
- strengthened our Te Mātangi Māori partnerships team with the appointment of regional Pou Ārahi
- developed *Hononga ki te Iwi, our Māori Engagement Framework* to support a more consistent approach
- embedded the consideration of te ao Māori into our investment decision making.

This work means we are better positioned for more meaningful engagement with Māori during preparation for the 2024–27 NLTP.

Work has already been done to identify existing opportunities and relationships to start our conversations with Māori, and how we can better involve them in the decision-making process relating to the development of the land transport system. There is still more work to do in this space, to establish the right hui, forums and other opportunities where we can connect with Māori and have the right conversations across Aotearoa.

Six actions have been identified for the next three years. These are:

- Ensuring sufficient resourcing to inform and educate iwi/hapū on what the NLTP is and why it's critical they engage in the process.
- Targeted communications with iwi to build knowledge and understanding of opportunities for input.
- Working closer with regional councils, RTCs and others on a joint approach for Māori engagement.
- engaging an independent Māori adviser to provide a te ao Māori lens across the NLTP development process
- Adopting measurable expectations of RTCs to provide more meaningful engagement in the development of the 2024–27 RLTPs.
- Establishing a Māori events calendar to ensure we are across all regional touchpoints to maximise participation opportunities.



How the 2021-24 NLTP will give effect to the GPS 2021

Delivering on 'baseline' activities

In developing the 2021-24 NLTP, we first considered 'baseline' activities that must be funded in line with our legal and financial obligations and to maintain the system at acceptable levels of service as expected by the GPS. This includes:

- Financial commitments for projects that have already been approved for funding in previous NLTPs.
- Scheduled payments under public private partnerships.
- Funding for the RNIP - which is decided by ministers and has a 'first call' on funding under both the rail network and public transport infrastructure activity classes.
- Funding to maintain existing public transport services.
- Funding to help maintain the roading network at essential levels of service for safety, resilience and access.
- Funding for road policing and road safety promotion.

In 2021-24, these activities accounted for about 90% of forecast funding from the NLTF.

These activities all have a role to play in delivering on the four strategic priorities in the GPS, and also play a key role in delivering the four government commitments.

We have assumed additional Crown financing for the 2021-24 NLTP at a level that will allow our road network to be maintained at current levels of service. The costs of maintaining our state highways and local roads continue to rise and are forecast to require an increasing proportion of NLTF funding in future - increasing from about two thirds of available funds in 2021, to three quarters by 2031. This presents an increasing constraint on the number of new improvement activities that can be funded from the NLTF in the future.

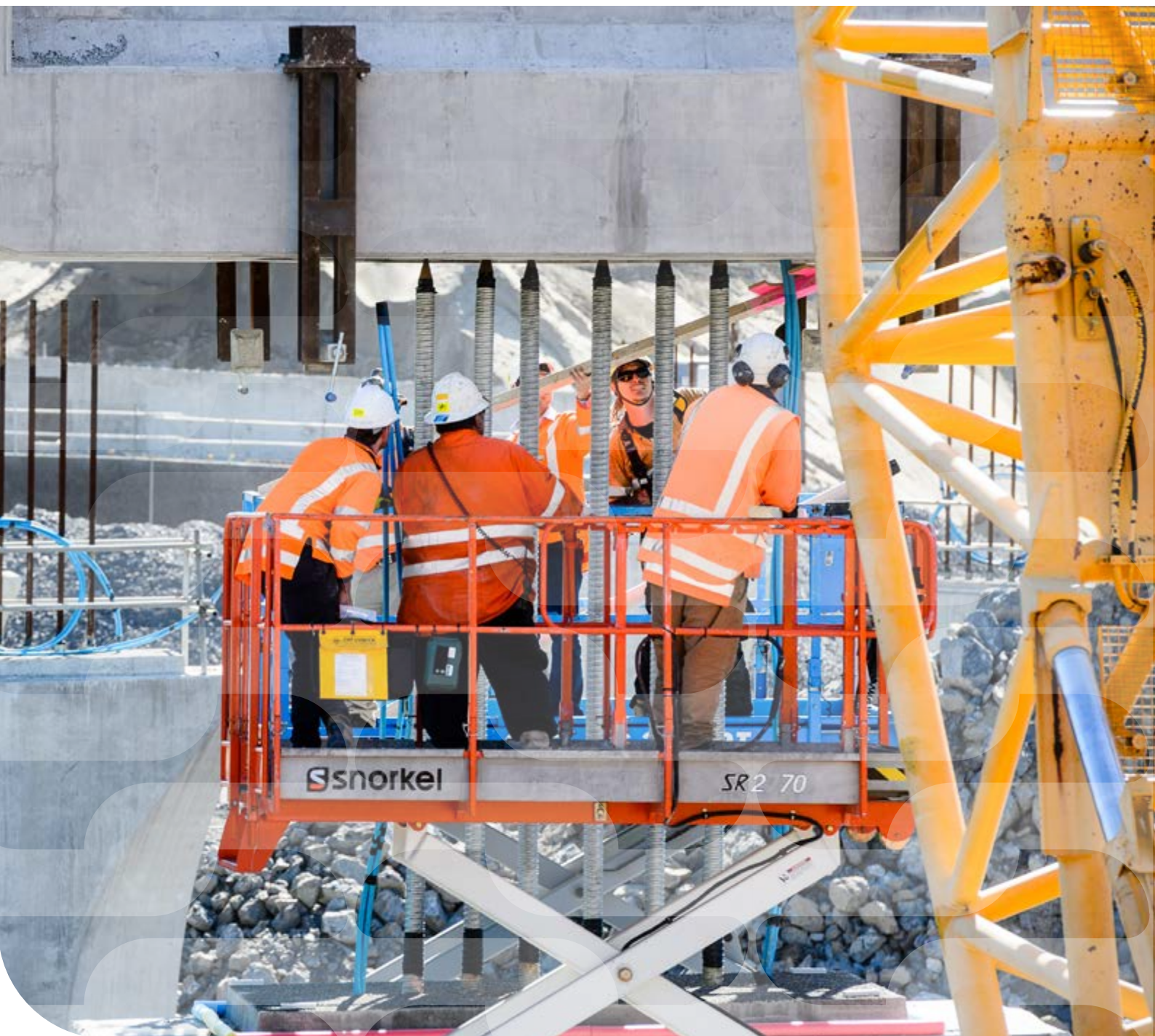
We decide which new activities will be included in the NLTP in addition to the 'baseline' activities set out above, in line with strategic direction and funding allocations in the GPS.

We have targeted additional funding towards maintaining service levels and infrastructure for safety, access and resilience on the road network, ahead of considering improvements in these levels of service. This is important to mitigate the risk of avoidable deaths and serious injuries, disruption, and increased future costs as a result of declining levels of service in road maintenance.

A number of improvement activities are included for funding in this NLTP. This mix of included activities will deliver the greatest impact across the four strategic priorities, meet investment expectations for the four government commitments, target high priority activities across the various travel options, and help us to plan for the significant and transformational change that is coming, particularly in relation to emissions reduction.

Further additional funding or financing will be required outside of the NLTF in future NLTP periods to make significant progress on transformational changes, such as achieving a shift to public transport, and walking and cycling at the scale and pace required to support emerging emissions reduction objectives.

The combined impact of these funding decisions is described below in relation to each of the four strategic priorities and the four government commitments.



Delivering on the strategic priorities

Safety

One person is killed and several people seriously injured in crashes on our roads every day. In 2020, 318 people were killed and almost 2,500 seriously injured. Each death and serious injury has a devastating and wide-reaching impact on our communities. This has a social cost to New Zealand estimated at \$84 million per week or nearly \$4.7 billion a year.

Road to Zero 2020–2030 is New Zealand’s strategy to guide improvements to road safety. It sets us on a path to achieve a New Zealand where no one is killed or seriously injured on our roads. As a step towards this, Road to Zero sets an initial target of reducing the number of people killed or seriously injured by 40% by 2030. The strategy is being implemented through action plans, starting with the initial action plan for 2020–2022.

To support the Road to Zero strategy, the GPS 2021 includes a new Road to Zero activity class. This anticipates investing about \$10 billion over the next 10 years targeted towards the interventions identified as key to achieving the reduction in deaths and serious injuries sought by the strategy.

Steady progress towards the Road to Zero 2030 target would mean about 600 fewer deaths and serious injuries per year by the end of the 2021–24 period, compared to 2018 levels. We intend to target this through a combination of the following:

- Safety treatments and speed management targeting 10,000kms of road network across New Zealand where the highest concentrations of deaths and serious injuries occur. This will include 1,000kms of median barrier, with a combination of other corridor safety treatments, such as intersection improvements and speed limit reductions. It also includes road engineering to support speed reductions around urban and rural schools.
- Maintaining the number of existing dedicated road policing staff and non-dedicated police staff time undertaking road policing activities. These activities are focused on restraints, impairment, distraction and speed (RIDS) and aim to significantly increase enforcement activities, particularly targeting speed and drunk driving.
- Introducing a new speed management planning process and expanding the safety camera network. While work is underway to determine the full extent of the expanded camera network, Road to Zero indicates that the first phase could include the roll out of about 100 additional cameras (eg, average speed, mobile, red light and fixed cameras).
- Encouraging more people to buy safe and clean vehicles and lifting the safety performance of the light vehicle fleet by supporting the development of policy to restrict the importation of one and two-star safety rated vehicles into the fleet.
- National, regional and local road safety promotion campaigns and initiatives targeting road user behaviour and raising public awareness of Road to Zero.
- Strengthening system leadership, support and coordination. Plus, monitoring and reporting on progress towards the Road to Zero target.
- Supporting the alcohol interlock programme by providing a subsidy for those who qualify for the installation of an alcohol interlock device in their vehicle.

We expect this investment to provide a reduction to the number of people killed or seriously injured on our roads, making significant progress toward the Road to Zero target. This would mean about 750 fewer people would be killed and 5,600 fewer people would be seriously injured on our roads over the next 10 years.

Safety outcomes are also delivered through a range of other activity classes, including where investment supports a shift from private vehicles to public transport and through the road maintenance activity classes.

Better travel options

With continued growth forecast in our main urban areas, our transport system faces challenges in being able to meet this demand and provide safe, reliable travel choice. It is no longer sustainable to only focus on building new roads – we need a transport system that reduces the need to travel by car, encourages increased travel by shared and active modes, and enables the uptake of low emission vehicles.

In GPS 2021, funding for public transport – buses, trains and ferries – is split into two activity classes: public transport services and public transport infrastructure.

The NLTF continues to fund metro rail activities to support public transport in Auckland and Wellington. This builds on investment in the 2018–21 NLTP in transitional rail activities under a dedicated activity class.

The new public transport infrastructure activity class will continue to fund the completion of committed transitional rail activities, as well as new metro rail activities in Auckland and Wellington. This will include activities within ATAP and LGWM, and inter-regional rail connections, such as the new Te Huia service between Auckland and Hamilton and the Capital Connection from Palmerston North to Wellington. Investment in heavy rail infrastructure will also support inter-regional tourism.

Rapid transit, by bus or rail, is recognised as critical for compact urban development in our fastest growing urban centres to support growth, while ensuring the transport system is sustainable – low emissions, better for people and the environment, and resilient to climate change impacts.

We're also working with local government to deliver new walking and cycling facilities, as well as making public transport easier to access and use, with better connections, a greater frequency of services and bus prioritisation to reduce travel times and make it a more attractive form of travel.

Real-time travel information is critical so people can make informed choices about how they move about our main cities. It lets them know about delays, roadworks, bus/train arrival times, and journey times for both our roads and public transport.

We're also working on integrated ticketing and easy payment options to enable seamless journeys for those who travel using a variety of different ways, and/or who use public transport in different cities. One 'ticket' for all travel which is easy to top-up is the future.

COVID-19 taught us that people want their communities to be safe and easy to move around in, whether walking, cycling, scootering or using other travel options. It showed us we can change the way we move around – the challenge is making those changes part of our daily routine.

The Innovating Streets programme supported councils to make street changes quickly at the start of the COVID-19 pandemic, enabling them to widen footpaths, create pop-up cycle lanes and close off streets so people could exercise in a safe way.

Since then the programme has supported a further 70 projects delivered by 33 councils nationwide, all with the aim of encouraging people to walk or bike more. This has seen a drop in traffic volumes and speeds, making our streets more inviting and accessible to people.

We'll be continuing to work with our partners to take this more agile, adaptive approach to street changes over the next three years to help accelerate the pace of change.

Innovating Streets

The Innovating Streets programme launched in June 2020 to make it quicker and easier for councils to trial changes aimed at making streets safer, providing more travel choice and encouraging more people to travel in ways that are better for their health and the environment.

How it works

Thirty-three councils across the country ran 70 community projects to trial low-cost, temporary changes, like: better street crossings, protected bike paths, traffic-free zones, reduced speed zones and new street layouts.

Community involvement is an essential part of the Innovating Streets approach. Getting community input from the start of a project and trialling temporary changes helps community members get a sense of what their streets could be like and have their say.

Measuring the impact of projects is also essential. Councils use feedback and data collected to make insight-based decisions about which changes best create safer, more liveable spaces for local people and need to be made permanent.

What this means for communities

Safer speeds are one of the best, most affordable ways to make streets safer for everyone.

At Waterloo Station in Lower Hutt, Wellington, a new road layout resulted in:

- an overall reduction in speed
- up to 30% reduction in near misses for everyone who uses this road
- a 75% reduction in near misses for people walking in the area.

Children are one of the major winners, with Innovating Streets projects helping create more safe spaces for young people. For example, a pop-up cycleway in Cambridge resulted in a 56% increase in bike trips to the primary school.

While collecting feedback as part of these projects, some parents told us safer cycleways make them feel confident letting their children cycle to school. Some older people said they feel more connected to their community because slower or reduced traffic means they can confidently walk to local shops and cafes.

What's next

Between June 2020 and June 2021, \$29 million was invested in Innovating Streets projects. Building on insights gained to date, a further \$30 million will be invested on a range of new community projects over the next three years.



Improving freight connections

For the land transport system to work most effectively, we need to ensure that road, rail and coastal shipping all play their part in moving freight around the country.

New Zealand's economy relies on having access to a safe, reliable and resilient transport network. This is even more critical now as regions adapt to the impact of the COVID-19 pandemic and look at growth to offset the loss of tourism while most borders remain closed.

Between 2012 and 2018, freight volumes grew 18% to about 280 million tonnes. Ministry of Transport data projects these will increase a further 11% in the next 10 years and 40% by 2053, driven by the needs of our growing population. This growth means that to reduce carbon emissions and ensure goods get to market on time, we need to look at new ways of moving freight.

In this NLTP period, we'll look at opportunities to move freight using the best combination of road, rail and sea transport options. Increasing the use of both rail and sea will also improve safety and reduce emissions.

High productivity motor vehicles (HPMVs) allow fewer trucks to transport more freight. This helps the economy grow, while at the same time reducing congestion, carbon emissions and improving safety on our roads. More than 8,200kms of our state highways are now capable of supporting HPMVs.

During the next three years, our investment will progress the Weigh Right programme which supports improved productivity, makes our road safer and protects the network from damage from overweight vehicles. Weigh Right uses electronic scales built into the road to weigh trucks as they travel the network. Potentially overweight vehicles are directed into Commercial Vehicle Safety Centres (CVSCs) for further testing and compliance checks.

Fully equipped CVSCs are already operating at Glasnevin (Waipara) and Paengaroa, with upgrades planned this NLTP period for Ohakea and Stanley Street in central Auckland. New centres will be established at Albany in north Auckland, Bombay in south Auckland; Mackays Crossing, Napier Port, Rakaia, Tauranga Port and Taupō to complete the nationwide network.

By sea

Coastal shipping has a role to play in transporting freight, such as cement, refined petroleum products and shipping containers. In time, investment from the NLTF is expected to help provide the freight industry with more choice in how they move goods to support a more resilient freight network. Moving more freight by coastal shipping will also help to reduce emissions and improve safety.

Activities to be funded under this activity class are yet to be identified. We are working with the sector to identify specific actions and activities for building a more resilient, sustainable and competitive domestic coastal shipping sector, and enable coastal shipping to play a greater role in moving freight.

By rail

Over time, investment in the rail network will provide a safer, more reliable and lower-carbon option for transporting freight. It will take time to improve the infrastructure and connections that will make rail a great way to move goods throughout the country.

During this NLTP, in line with the Rail Plan, our investment will be targeted to restoring the existing rail network to be resilient and reliable to support existing services and provide the platform for growth.

Investment will support the operation and management of the national rail network and an accelerated programme of repair and renewal of track rails, structures and signalling equipment assets. Where funds allow, small scale improvements will be undertaken to improve the performance and resiliency of the freight network, for example slope stabilisation and upgrading signalling equipment to the European standard.

Investing in rail supports the climate change objectives of the GPS, improves road safety and the wear and tear on roads by reducing road freight traffic.

By road

Today, 93% of freight in New Zealand is moved by road. Roads enable the rapid transportation of perishable goods, access to almost any town and the ability to quickly respond to changing demands. However, these journeys tend to be relatively short and localised. The average distance freight travels by road in New Zealand is 111kms, with 77% of all freight staying within the region from which it originates.

We need to increase the volume of freight carried by rail and coastal shipping to meet future demand and reduce emissions. However, any increase in rail and coastal shipping will be constrained by network limitations and the type of high volume, non-perishable goods that can be carried. This means roads will remain the main transport option for freight. Improvements to the state highway and local road networks, delivered as part of 2021-24 NLTP, will support the efficient movement of freight across the country.

Our investments will:

- improve the safety and resilience of key freight routes with:
 - › the completion of the SH1 Waikato Expressway to support upper North Island freight journeys between Hamilton, Auckland and Tauranga, as well as the lower North Island
 - › coastal erosion protection works along the Katiki Coast and at Raupunga Bluff to support more reliable freight journeys between Dunedin and Christchurch, and Gisborne and Napier, respectively
- provide more efficient movement of freight between ports and distribution centres by:
 - › establishing a logging freight hub in Marton for the removal of bark before transporting the logs by rail to other destinations
 - › infrastructure improvements at ports to promote a resilient coastal shipping network
 - › feasibility studies and/or business cases for infrastructure projects which support the coastal shipping industry.

Weigh Right

The Weigh Right programme takes a high-tech approach to help make our roads safer by reducing the number of overweight trucks.

It also helps create a level playing field across the freight industry by helping ensure operators meet regulations.

A high-tech way to weigh

The programme involves using electronic scales and other scanning equipment which are built into the road. As a truck passes over scales at normal speeds, intelligent software identifies if it's overloaded.

Potentially overweight trucks are directed to stop at a nearby Commercial Vehicle Safety Centre (CVSC) where they can undergo a range of compliance checks, including looking at:

- how long drivers have been on the road to help prevent fatigue and improve safety
- vehicles' certificates of fitness to ensure they are compliant.

Trucks within weight limits keep on travelling, uninterrupted.

The road so far

Since 2019, technology equipped CVSCs have been established in Glasnevin in North Canterbury and Paengaroa in the Bay of Plenty. In 2020, 914,000 trucks were weighed at these two key freight locations, with 21,000 of them stopped for a weight check.

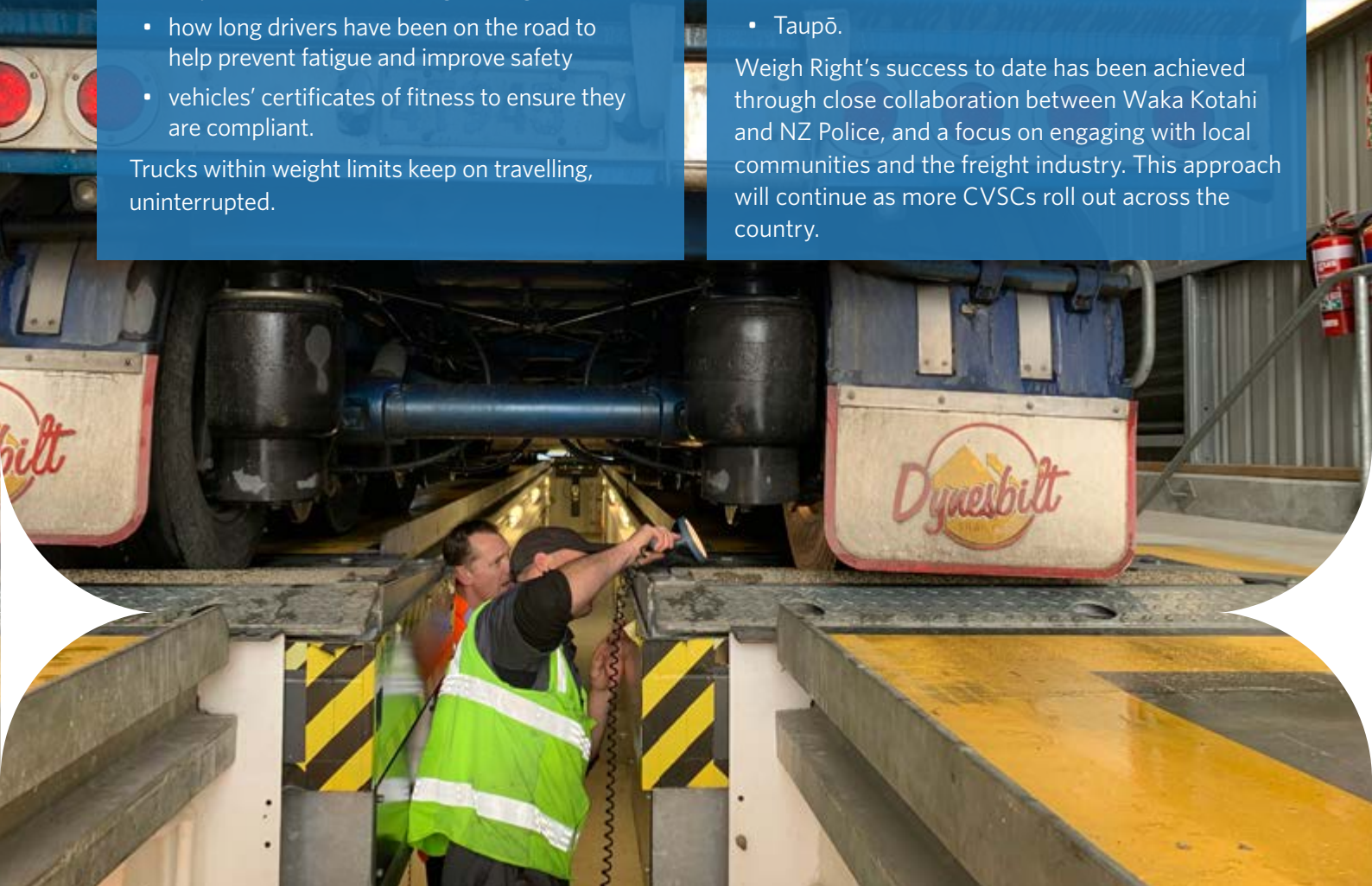
Two more CVSCs, at Ohakea in Manawatū and Stanley Street in Central Auckland, are currently operating without in-road weighing technology.

The road ahead

Over the next three years \$54 million will be invested to upgrade CVSCs at Ohakea and Stanley Street in Auckland, as well as establish seven more technology-enabled CVSCs at:

- Albany in Auckland
- Bombay in Auckland
- Mackays Crossing on the Kāpiti Coast
- Napier Port
- Rakaia in mid-Canterbury
- Tauranga Port
- Taupō.

Weigh Right's success to date has been achieved through close collaboration between Waka Kotahi and NZ Police, and a focus on engaging with local communities and the freight industry. This approach will continue as more CVSCs roll out across the country.



Climate change

The climate change strategic priority in GPS 2021 focuses on:

- reducing land transport carbon emissions to limit the transport contribution to global warming
- improving the resilience of the land transport system to climate-related weather disruption and adapting to the long-term impacts of climate change
- reducing harm to people and the environment from land transport activities.

Reducing transport carbon emissions

The GPS 2021 climate change priority is focused on ‘transforming to a low carbon transport system that supports emissions reduction aligned to national commitments, while improving safety and access’.

The GPS signals that the transition to a low carbon transport system must be rapid, and that investment decisions must be consistent with the emissions reduction target recommended to Cabinet until emissions budgets are released in 2021. Emission budgets, and the policies required to achieve them, will be set by the government through the Emissions Reduction Plan, expected to be released by 31 December 2021.

We’ll deliver these outcomes by implementing **Toitū te Taiao** – Our Sustainability Action Plan.

We’ll also make investment decisions that support national commitments on emissions reduction.

The 2021–24 NLTP is positioned at the start of what will be a significant change in transport investment focus over time and as successive emission reduction budgets take effect. At this point in time we have certainty about the broad areas of focus for reducing transport emissions, but detailed policies and plans are not yet in place.

The broad areas of focus are likely to be:

- supporting reduced need to travel by car and increased use of public transport, walking and cycling
- supporting increased uptake of electric vehicles
- supporting more efficient freight movement and freight vehicles.

Activities for inclusion in this NLTP support these three focus areas. Consistent with the positioning of the climate change priority in the GPS, many of these activities are also represented in investments for safety, better travel options and improved freight connections.

Within this NLTP, preference has been given to activities that support safety and access outcomes in ways that also make a strong contribution to reducing the need to travel by car; increasing the use of public transport, walking and cycling; and supporting more efficient freight movement. These activities will contribute to the short-to-medium term results of reducing transport sector emissions by 2031 and provide a platform for the significant new investment that will be needed to enable delivery of the government’s Emissions Reduction Plan from 2022.

Adapting to climate change

The land transport system is increasingly challenged by climate-related weather events such as flooding. These events disrupt supply chains and impact on the ability of people and communities to connect with critical and lifeline services.

The land transport system is also exposed to risks of increasing sea-level rise. The national response to climate change adaptation is being led by the Ministry for the Environment and next year (2022) will see the release of the National Adaptation Plan.

For this NLTP, our climate change adaptation response is primarily focused on maintaining and improving the resilience of the land transport system to climate-related weather disruption. We're also engaged in planning for climate change adaptation and building our capability and evidence base in this area. We'll undertake relevant actions identified in the National Adaptation Plan when it's released.

Reducing harm to people and the environment

We're required to demonstrate social and environmental responsibility when undertaking our functions. This includes consideration of activities for inclusion in the NLTP.

Many activities delivering on the GPS priorities for better travel options, improved freight connections and climate change will also deliver wider benefits for public health and the environment.

For example, activities that reduce the need to travel by car and increase the uptake of public transport, walking and cycling deliver a range of public health benefits including cleaner air, quieter and safer streets, and increased levels of physical activity which reduces exposure to health risks associated with sedentary living.

Environmental responsibility requires active consideration of how activities for maintenance and improvements are designed, taking care of indigenous biodiversity and water quality in particular and also considering resource efficiency and waste management. To this end, we're finalising **Te Hiringa O Te Taiao** - Our Resource Efficiency Strategy. This strategy focuses on sustainable sourcing and use of resources, waste minimisation and reducing energy and carbon emissions.

We've also updated our policy on sustainability rating tools for use on improvement projects. Sustainability rating schemes assess the environmental and social credentials of activities. Our improvement projects over \$100 million must complete certification under the Infrastructure Sustainability Council of Australia (ISCA) for planning, design and construction.

Our improvement projects over \$15 million are required to consider assessment under ISCA, and at a minimum must apply the principles contained in **Toitū Te Taiao** - Our Sustainability Action Plan, **Te Hiringa o te Taiao** - Our Resource Efficiency Strategy, and the Sustainability Rating Scheme Specification. Projects that we part-fund above \$15 million must also consider assessment under ISCA, and at a minimum include at least one IS Accredited Professional (ISAP) for the duration of the project.

The government also has its own Carbon Neutral Government Programme, which is applicable to Waka Kotahi. We're exploring what transitioning to carbon neutral maintenance and improvements will require of our supply chain.

Activities in the 2021-24 NLTP that will deliver on the climate change strategic priority include:

- Planning with our co-investment partners to shape compact development, enable low carbon travel options for mode shift and health benefits in main urban areas, and ensure resilient networks for people and freight.
- Supporting development of the National Charging Infrastructure Plan and the National Adaptation Plan.
- Supporting increased use of public transport, walking and cycling through improvement of existing and provision of new services, networks and infrastructure; making shared spaces safer and more attractive to encourage mode shift.
- Reallocating road space for shared and active modes to support more efficient, reliable and low emission movement of people and freight.
- Improving connections between shared and active modes to help people connect with and transfer between public transport, walking, cycling and 'micro-mobility' networks.
- Improving the safety and resilience of the rail network to support a shift from road to rail freight, and deliver inter-regional tourism benefits in some areas.
- Improving the efficiency of freight movement by improving connections between freight modes through inland hubs, and efficient transfer and storage; and investigating options for mode shift from road to coastal shipping.
- Supporting activities to increase the uptake of electric vehicles and electrify the public transport bus fleet.
- Supporting public health, biodiversity and water quality through investment in active modes, use of low noise surfaces and noise walls; protection and enhancement of habitats for important species, weed and pest management and control; erosion and sediment control, management of contaminants, engineered wetlands and traditional stormwater treatment.

Delivering on the government commitments

The government commitments are multi-billion-dollar, multi-year programmes that we need to fund and deliver with our co-investment partners through the 2021-24 NLTP and successive NLTPs.

Additional Crown contributions to the NLTF through funding and by providing Waka Kotahi access to Crown loans would enable good progress to be made on the ATAP and LGWM programmes and key objectives to be achieved during this NLTP.

The RNIP has been funded in full. Activities in the RNIP had first call on funding from both the rail network and public transport infrastructure activity classes.

Road to Zero activities have been funded above the bottom of the activity class, with our investment focused on delivering lower cost speed and safety infrastructure interventions in 2021-24 and progressing planning and design work to be ready to undertake larger projects from 2025 and beyond. This is likely to have an impact on achieving the reduction of deaths and serious injuries being sought through the strategy.

Auckland Transport Alignment Project

The 2021–24 NLTP will help deliver the first three years of the 10-year Auckland Transport Alignment Project (ATAP) package, which was agreed by Cabinet and Auckland Council in March 2021.

The ATAP package is a \$31.4 billion, 10-year investment package for Auckland funded from:

- \$16.3 billion from the NLTF
- \$10.2 billion from Auckland Council (through rates, borrowing and the Auckland regional fuel tax)
- \$4.9 billion from the Crown.

This NLTP will deliver the first three years of the ATAP programme as detailed in Auckland's RLTP, following extensive engagement with the public. The RLTP was approved by Auckland Council, and Auckland Transport and incorporates KiwiRail's Rail Network Investment Programme (RNIP). The NLTP will enable significant progress towards meeting ATAP objectives.

Investment of \$4.2 billion through the 2021–24 NLTP will enable appropriate levels of maintenance, operation and renewal of the existing network, continuing critical safety and minor improvements programmes, supporting City Rail Link with wider rail network improvements and progress significant projects, such as:

- Eastern Busway (Panmure to Botany)
- Puhoi to Warkworth motorway extension
- Northern motorway improvements, including a shared path and an extension of the Northern Busway to Albany
- Auckland Transport's cycling programmes
- City centre bus improvements
- Connected Communities programme of bus and cycle lane and safety improvements on key arterial routes
- steps towards decarbonising the ferry fleet
- seed funding for rapid transit
- completion of the final stage of the Glen Innes to Tamaki shared walking and cycling path
- Glenvar/East Coast Road improvements.

Investment through the NLTP will be supported by the government and Auckland Council's funding of City Rail Link and the \$1.2 billion the government will make through the NZ Upgrade Programme (NZUP). Over the next three years, NZUP will progress the SH1 Papakura to Drury improvements, the development of Penlink, rail upgrades between Wiri and Quay Park, and rail electrification between Papakura and Pukekohe.

The 2021–24 NLTP also supports planning the next generation of major investments in Auckland that are in the ATAP package. This work includes planning and designing light-rail and other rapid transit corridors, major bus and cycle lane programmes, and significant investment to support growth in both new and existing urban areas. These projects focus on improving access, increasing travel choice, reducing emissions, improving safety and supporting ongoing growth. If additional funding or financing becomes available, it may be possible to bring forward delivery of these future investments.

Let's Get Wellington Moving

Let's Get Wellington Moving (LGWM) is a joint initiative between Wellington City Council, Greater Wellington Regional Council and Waka Kotahi to transform Wellington's transport system to support growth, reduce congestion and make it safer and easier for everyone to get around. The city's vision is to be accessible to all, with attractive places, shared streets, and efficient local and regional journeys.

The GPS 2021 has an investment expectation of \$3.8 billion from the National Land Transport Fund from 2021/22 to 2041/42, reflecting an overall split of 60:40 investment between central and local government (subject to funding availability).

In the 2021-24 NLTP, \$159 million is planned to be invested from the NLTP on a number of projects, including:

- City Streets – making it safer and easier for people to walk, cycle, or travel by bus through the busiest places in the central city.
- Thorndon Quay and Hutt Road – improvements aimed at making streets and pathways safer and more attractive for cyclists and pedestrians, giving buses more priority, and improving access to ferry services.
- Golden Mile – redevelopment of Lambton Quay and Willis Street, from Parliament to Courtney Place, with a greater emphasis on people and accessible spaces.
- Managing Travel Demand – a package of smart transport measures to help make the best use of existing infrastructure and smooth the transition while the various components of LGWM are built.

Almost \$159 million will be invested in developing the detailed business case through to implementation for mass rapid transit. Mass rapid transit will improve travel choice and help shape a compact, sustainable city.

A further \$92 million will be provided for the detailed business case through to implementation phases for proposed investments in State Highway 1, including improvements to the Basin Reserve, and the construction of a second tunnel through Mt Victoria. Both projects will provide improvements for all transport modes, including pedestrians, cyclists and public transport.

Road to Zero strategy

Road to Zero 2020-2030 is the government's strategy to guide improvements in New Zealand's road safety. It sets us on a path to achieve a New Zealand where no one is killed or seriously injured on our roads with an interim target of a 40% reduction in deaths and serious injuries by 2030 against a 2018 baseline.

The 2021-24 NLTP will invest \$2.9 billion from the Road to Zero activity class to deliver on the strategy. This investment is focused on safety infrastructure, speed management, road policing, road safety promotion and system management.

Funding at this level places us on a trajectory towards a 10-year target of a 30-35% reduction in deaths and serious injuries, if there is insufficient catch up in later NLTP periods.

To align the investment level within the activity class range the approach taken was to limit investment in new infrastructure improvements, while maintaining investment in speed management and safety cameras. While safety infrastructure and safety cameras offer similar reductions in deaths and serious injuries per comparative dollar spent, New Zealand has fallen well behind good practice when it comes to automated enforcement, and the full safety benefits of speed management changes will not be realised without safety camera related enforcement.

It is unlikely the strategy's target could be met if limited to sustained investment in new safe system infrastructure treatments (such as median barriers), therefore the role of more widespread safe and appropriate speed limits across the network will become increasingly critical. This will need to be supported in the short to medium term by enforcement, speed management planning and safety cameras.

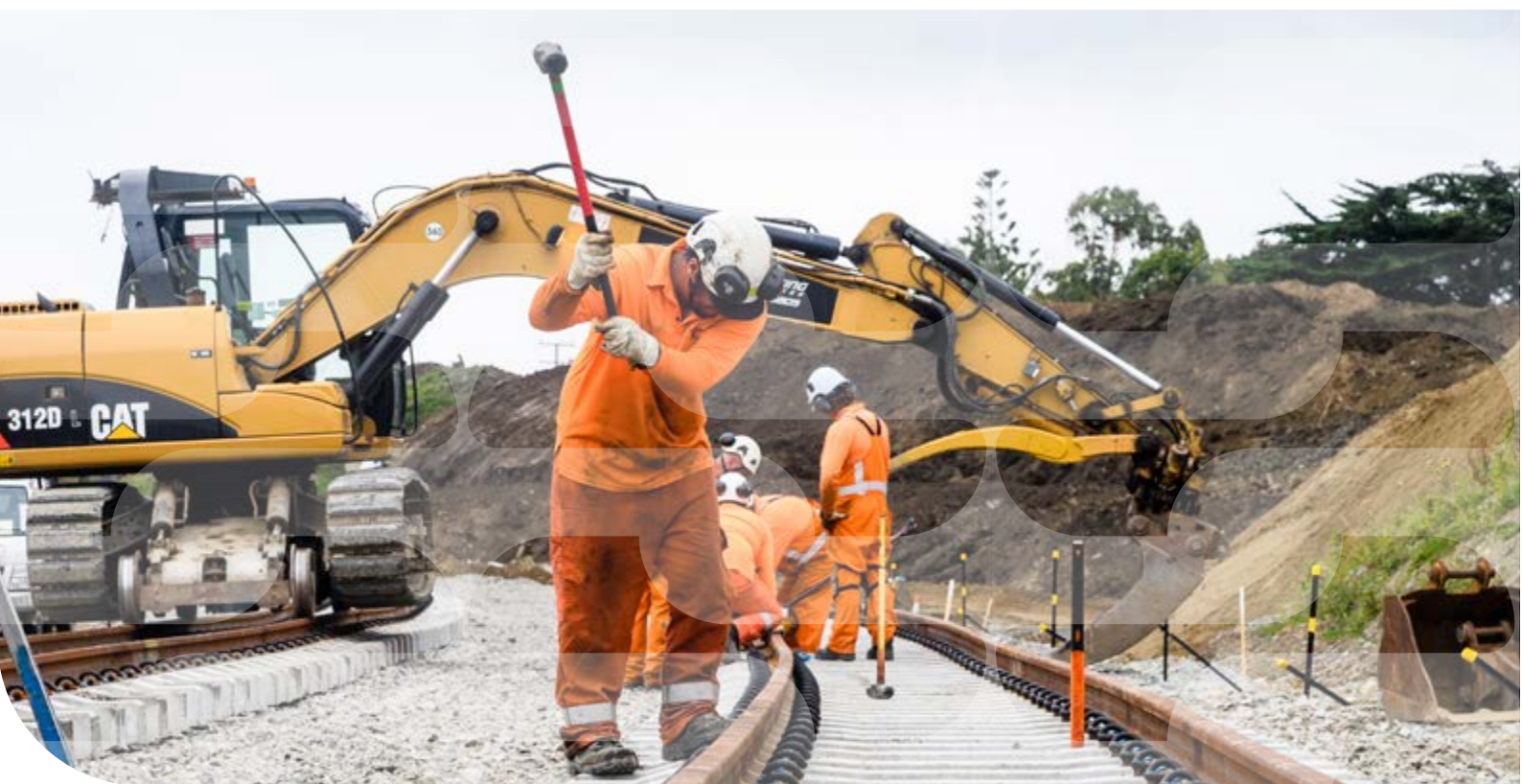
The Rail Plan

Under the new planning and funding framework for rail, the NLTF will fund the RNIP which is a key mechanism for delivering on the Rail Plan. KiwiRail has prepared the first RNIP under the new framework. This has a 10-year forecast and sets out the proposed rail investment for the next three years, aligning with the NLTP funding cycle.

The Minister of Transport is responsible for approving the RNIP. The role of Waka Kotahi is to provide assurance to the minister that it will deliver value for money in achieving the intent of the Rail Plan, and the government's long-term vision for a more resilient, reliable and safer rail network.

The RNIP will be funded through both the rail network and public transport infrastructure activity classes.

Auckland Transport and Greater Wellington Regional Council projects approved for funding under the transitional rail activity class in the 2018-21 NLTP are now funded from the new public transport infrastructure activity class for the 2021-24 NLTP.

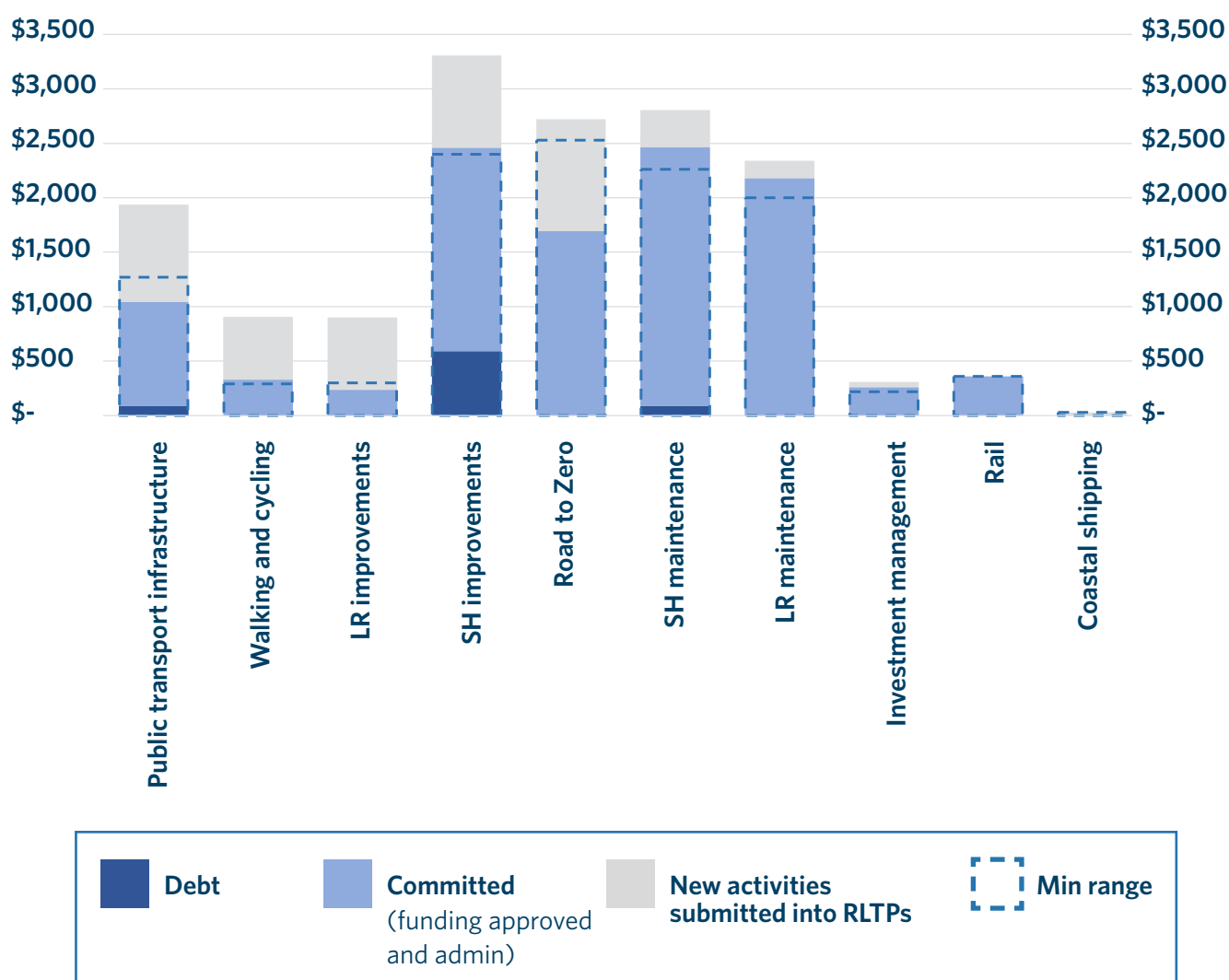


Delivering under the activity classes

A full list of activities that have been approved for funding, or that we anticipate receiving funding from the NLTF, is available online at www.nzta.govt.nz/nltpfunding. We explain below our proposed investment from the NLTF in each activity class and summarise the activities that will be invested in.

Activity class overview

Commitments and new activity bids vs. utilisation of GPS lower range by activity class, 2021-24



Risk adjustment and over-programming are undertaken to account for approved expenditure extending beyond the 2021-24 NLTP period. Accordingly, the total cost of activities included in the NLTP exceed the forecast \$15.4 billion NLTF expenditure for the 2021-24 NLTP period.

Road to Zero activity class



NLTP 2021-24
\$2.9 BILLION
Target investment

Road to Zero is a new activity class in the 2021-24 NLTP. It is dedicated to investment in safe system responses to risk on our roads.

Over the next three years, \$2.9 billion will be invested in Road to Zero activities throughout New Zealand. A priority in this period is to continue an infrastructure and speed improvements programme that will reduce deaths and serious injuries. These are on state highways and local roads that carry the highest risk to road users and the most traffic.

In 2021-24, we intend to install approximately 183kms of median barriers, 75 roundabouts and make speed changes on 16,500kms of local roads and state highways to prevent an estimated 213 deaths and serious injuries.

On state highways, we have work planned on 17 high risk corridors throughout New Zealand. This includes 51 intersection improvements, 25 new roundabouts, and 164kms of median barriers.

On local roads, working with local government, we plan to invest in more than 1074 projects. This includes 50 roundabouts, 190kms of median barriers, and speed changes on 13,500kms.

In 2021-24 we'll be investing \$1.24 billion in the Road Safety Partnership Programme to provide road policing activities approved by the minister which will maintain 1,070 dedicated road policing staff and about 20% of non-dedicated police staff time undertaking these activities. These activities are focused on restraints, impairment, distraction and speed (RIDS) and include almost doubling enforcement of speed and drunk driving.

We'll be investing about \$197 million in national, regional and local road safety promotion and education campaigns supporting Road to Zero programmes. This includes a campaign to raise public awareness of Road to Zero.

Public transport services activity class



NLTP 2021-24
\$2.6 BILLION
Target investment

Public transport has a critical role to play in helping reduce New Zealanders' reliance on travel by car, especially in reducing greenhouse gas emission in our large urban areas.

It provides a safe, affordable way for people to access employment, education, recreation and healthcare. Improvements to service provision, frequency and reliability are addressed through continued NLTP investment, encouraging a greater uptake in public transport usage.

Our investment in public transport supports better accessibility, such as through the Total Mobility scheme by assisting people with long-term impairments to access appropriate travel options, while our *Requirements for urban buses* standardises urban bus requirements across all regional councils and Auckland Transport to create efficiencies and improve the usability and accessibility and environmental quality, of buses for all customers.

During the 2020 COVID-19 lockdowns, there was a significant drop in public transport use across the country. Nationwide, passenger numbers fell nearly 18% from 168.4 million total boardings in 2018/19 to 138.8 million in 2019/20. The greatest drop was a reduction of 18.5 million passenger boardings in Auckland. In Wellington, patronage fell by 6.3 million boardings and in Canterbury by 2.7 million. While use is recovering at a faster pace in some centres, numbers are not expected to return to pre-COVID levels until 2023/24 or may continue to be impacted by further COVID-19 lockdowns. The Delta variant is going to place more pressure on the public transport services farebox recovery.

A total of \$2.6 billion will be invested through this this NLTP in public transport services and improvements. With co-investment funding from our partners, our focus is on maintaining all existing services. Where revenue allows, investment through this NLTP will be in making improvements to the frequency and reliability of public transport services, and to work towards transitioning to a low emission bus fleet.

The following are examples of activities that we expect to co-invest in during the 2021-24 NLTP:

- \$21 million for the Community Connect trial in Auckland, the purpose of which is make public transport a more affordable mode of transport for Community Services Card (CSC) holders it has the co-benefits of improving transport equity, reducing congestion and greenhouse gas emissions and improving health outcomes.
- \$19 million to begin transitioning to a low emission bus fleet in Wellington and Auckland, where buses reaching end of life will be replaced with low emission buses to ensure public transport is an even more sustainable transport option.
- More than \$74 million for improvements to service provision, frequency and reliability in Auckland, Christchurch, Dunedin, Whangarei, Bay of Plenty and Nelson.
- \$29 million for mode shift plans in Wellington, Bay of Plenty, Queenstown and a national mode shift campaign.
- \$20 million for the continued investment in Te Huia inter-regional rail services between Hamilton and Auckland, with \$2 million to introduce an off-peak service.

Public transport infrastructure activity class



NLTP 2021-24
\$2.3 BILLION
Target investment

The public transport infrastructure activity class covers infrastructure improvements and operations. It brings into one activity class, activities that during the 2018-2021 NLTP were funded under the Transitional Rail activity class and the rapid transit activity class.

It also includes metro rail activities that are part of the Rail Network Investment Programme (RNIP). As the activity class includes infrastructure operations it also has a continuous programme component.

The following activities are committed for funding:

- \$151.3 million for upgrading signals on the Auckland metro network, a new Auckland train control centre and an additional power supply into the network, to support increased train frequency with opening of the new City Rail Link. A business case to investigate further network improvements across Wellington, including looking at potentially extending electrification north of Waikanae to Levin and beyond.
- \$505 million for transitional rail projects that continue during the 2021-24 NLTP.
- \$205 million to support the public transport infrastructure continuous programmes.
- \$66 million for the Establishment Unit and development of an indicative business case for City Centre to Mangere.
- \$66 million for the Northern Corridor Improvements, Rosedale Station and associated local road improvements.
- \$42 million to 20Connect and Airport to Botany.
- \$10 million for the National Ticketing Programme (Project NEXT) detailed business case.
- \$9 million for the North West Rapid Transit Improvements detailed business case.

We also expect to invest in the following new activities in this NLTP to enable mode shift, greenhouse emissions reduction and delivery to government commitments:

- \$281 million for the AMETI Eastern Busway stage two, which incorporates the Pakuranga bus station and is linked to other components such as the Reeves Road flyover.
- \$409 million for City Rail Link activities that enable 'day 1' operation of the new rail link. These include additional rail rolling stock, level crossing upgrades and Wellesley Street bus improvements. Investment in these activities will enable increased train frequencies, provide additional capacity to respond to patronage growth and integrate bus services with the rail link.
- \$286 million for Let's Get Wellington Moving - Early Delivery and City Streets.
- \$111 million for Connected Communities to reallocate road space on key Auckland arterials for public transport and active modes.
- \$238 million for implementation of the National Ticketing Solution.
- \$39 million for the subsequent phases of City Centre to Mangere rapid transit.
- \$17 million for North West Bus Improvements.
- \$35 million for ferry vessel purchase and associated infrastructure in Auckland.
- \$55 million for activities that improve and support future growth of the metro rail network in the greater Wellington area.
- Over \$55 million planning phases and implementation of public transport infrastructure improvements in the high growth centres of Tauranga, Hamilton, Christchurch and Queenstown.

Walking and cycling activity class



NLTP 2021-24
\$910 MILLION
Target investment

Reducing our carbon emissions is key to New Zealand meeting its climate change commitments. One of the most effective ways to do this is by reducing our reliance on private vehicles, especially when it comes to short trips that could easily be walked or cycled in our main urban areas.

Providing easy access to safe shared paths is part of the equation to support more people to walk and cycle, as is making cycling more affordable and providing people with the skills and confidence to ride a bike.

With our co-investment partners, we have delivered more than 253 kilometres of new walking and cycling facilities in the last three years and our planned investment in 2021-24 will continue that momentum. Cycle numbers continue to grow with cordon count numbers for Wellington up 15% on last year, and Auckland up 7%, building on an 11% increase the previous year. Since 2015/16 numbers in Christchurch have increased by 62%.

We will continue to deliver the larger projects that provide the spine and major connections in our main urban networks, such as completing the Urban Cycleways Programme, and through programmes in the larger mode shift centres, including ATAP in Auckland, LGWM in Wellington, UFTI in Tauranga, and Christchurch's Major Cycleways.

Smaller scale projects will continue to be important in this NLTP, providing the missing links in New Zealand's cycling network. Although small in scale, these projects have assisted people with disabilities gain better access within their community, made crossing busy state highways safer and helped provide important connections to existing cycling networks. We will continue to encourage these activities through low cost low risk projects and by extending the Innovating Streets programme.

During the 2021-24 NLTP, we will invest \$910 million on new shared pathways, bike routes, walkways and pedestrian facilities across the country. This builds on our NLTP investment of \$518 million in the last three years. The Crown also continues to make significant investment in walking and cycling activities through the NZ Upgrade Programme.

In 2021-24 we will focus on extending existing walking and cycling networks around the regions, including:

- \$179m in the Ngā Ūranga to Pito-one (Ngauranga to Petone) shared path to be built on the Wellington Harbour's edge and connect Wellington City to the Hutt Valley.
- \$25m to complete delivery of the 7km long section two of the Glenn Innes to Tamaki Drive to connect Auckland's eastern suburbs to the city centre.
- \$18m in Dunedin to finish the Port Chalmers safety improvements and make SH88 safer for everyone by developing a secure off highway route for pedestrians and cyclists.
- \$13m in the first stage of the Wakatipu Walking/Cycling Network to deliver a safe, connected and accessible transport network to the area.
- \$19m on Dunedin's Urban Cycleways to accelerate the development of the cycle network and create safer cycle lanes.
- \$14m on the Mangawhai Shared Path in Kaipara to connect the different areas of Mangawhai, from the school to the beach. Improvements to the village have been made as part of the Innovating Streets programme.

- \$9m on the New Plymouth Coastal Path – a 13.2km path from Port Taranaki to the eastern end side of Bell Block Beach.
- \$10m for a clip-on walking and cycling shared path on SH3 Ashhurst Bridge. This will improve pedestrian and cycling safety and access into Te Ahu a Turanga.
- \$7m in the Eastern Bays shared path in the Hutt Valley – a 4.4km cycleway running along Marine Drive in two sections. It also links to other paths such as the Remutaka Cycle Trail, Te Aranui o Pōneke/Great Harbour Way and Te Ara Tupua – Ngā Ūranga ki Pito-One shared path.
- \$30m to extend the Innovating Streets programme. Over the past 12 months it has had a tangible impact on accelerating the transition to a safe, healthy and low carbon transport system.
- \$21m on the Hutt City Riverlink Walking and Cycling Bridge to provide a dedicated walking and cycling connection to the Melling link and western suburbs.
- \$18m for the Let's Get Wellington Moving (LGWM) City Streets and Safer Speed Implementation programmes, including the Cobham Drive Pedestrian Upgrade.
- \$26m for Wellington City Councils Cycleways for completing existing projects underway and establishing longer term/permanent solutions to the same corridors, and the business case and pre-implementation phases of a proposed Accelerated Cycleways Programme to deliver low-cost intervention on as much of the network as possible.
- \$57m for Tauranga City's primary cycleways to support housing development by providing better travel options in the sub-region.
- \$190m for Auckland Transport to complete their Urban Cycleways Projects. Meadowbank – Kohimarama Connectivity Project, brownfields, airport access, and cycling investment projects.
- \$4m to Porirua City for implementation of the first phases of their Access Kenepuru to provide shared paths that connect the Kenepuru residential and mixed-use areas with the Porirua City Centre.
- \$22m for Hamilton City's Eastern Pathways Connections and School link projects that will provide a safe biking network serving local schools, and improve public transport priority.

In addition, more than \$270m will be invested in smaller projects (less than \$2m) delivered across New Zealand through the low cost low risk programme. This allows projects, including pedestrian safety improvements, new footpaths, shared use pathways, and cycleway connections to be prioritised locally.

Local road improvements activity class



NLTP 2021-24
\$1.25 BILLION
Target investment

A total of \$1.25 billion will be invested through this NLTP on local roads improvements throughout New Zealand to ensure we continue to have an accessible and safe transport system that keeps communities connected, helps move freight while working harder to reduce the environmental impact.

For this NLTP, there is a significant amount of committed funding with the carry-over of existing approved activities. There was also a significant number of new bids received that were well aligned to GPS outcomes.

The Local Road Improvements activity class focuses investment on activities to improve levels of service on the network including upgrading and resurfacing existing roads, upgrading intersections, improving or replacing bridges and HPMV strengthening at key locations.

One of our priorities is to ensure that key roads connecting new state highways are upgraded, such as the roads connecting to the Waikato Expressway which will be completed during this NLTP and will link to Hamilton's northern urban growth areas.

Resilience improvements on local roads will include targeted infrastructure improvements to mitigate against the impacts of climate change and installing prevention measures against slips and rock-fall, including the \$4.8 million investment on a new 1.2km stretch of Gladstone Road east of Levin.

State highway improvements activity class



NLTP 2021-24
\$2.6 BILLION
Target investment

During the next three years we will invest \$2.6 billion improving the state highway network, with our focus being on delivering our existing programme of work that improves safety, supports better freight connections and emissions reduction goals.

During this NLTP, we will complete significant state highway projects to provide better freight connections across the country, including Te Ahu a Turanga; Manawatū Tararua Highway. This will reconnect the Manawatū and the Hawke's Bay, significantly reducing both distances travelled and travel times, carbon emissions and freight costs.

In Auckland, completion of SH16 Brigham Creek will improve safety and the Puhoi to Warkworth Motorway extension, north of Auckland, will deliver better freight connections. In Wellington, the Northern Corridor improvements will help provide safer access to growth areas along the Kāpiti Coast and in Horowhenua and better travel options.

New investments of \$103 million are planned across the state highway network in this NLTP period:

- In Auckland, we're investing in a state highway optimisation programme to deliver a range of targeted small-scale projects, and adding west-facing ramps to Squadron Drive on SH18 to reduce traffic volumes along Hobsonville Drive.
- In Wellington, we're investing in strategic highway improvements as part of Let's Get Wellington Moving and improvements at Wellington Port to support the proposed relocation of the ferry terminals to accommodate KiwiRail's new, larger ferries. This investment also supports the local road and state highway connections at Aotea Quay, Thorndon Quay and Hutt Road.
- Across Cook Strait, in Picton, we're supporting KiwiRail's new ferries with improvements to SH1 and local roads to better manage the higher volumes of vehicles, including road and rail freight, being carried by the new ferries.
- In Gisborne we're improving the resilience and safety on SH2 through Waioeka Gorge, between Gisborne and Ōpōtiki to support freight.
- In Southland and Otago, our investment focus is on improving the resilience of SH94 Milford Road through the rockfall/avalanche protection programme, and addressing high-risk slip areas along SH6 Haast to Hawea and SH94 Milford Road to Te Anau Downs.

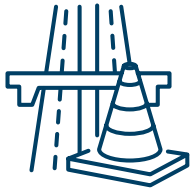
The Crown also continues to make significant investment in state highways through the NZ Upgrade Programme.

Investment in this activity class will also support connections with other transport options such as public transport and walking and cycling.

Our improvement programme is focused on increasing the reliability and resilience of critical parts of the network that are essential for moving people and freight. Through the replacement and improvement of end-of-life bridges, as part of our resilience programme, we are strengthening freight links to support growth.



State highway maintenance activity class



NLTP 2021-24
\$2.8 BILLION
Target investment

Our investment to maintain 11,052kms of state highway network will increase to \$2.8 billion over the next three years, including an estimated \$240 million for emergency works. This is a 30% increase on the 2018-21 NLTP.

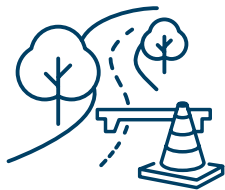
At a value of \$52 billion, the state highway network is New Zealand's largest value social asset and is of critical importance to the country's economic and social wellbeing, connecting people and places and efficiently moving freight to markets.

Population growth and increasing traffic volumes, including for freight is resulting in greater wear and tear to road surfaces and pavements.

We've prioritised our discretionary funding for maintenance to help keep our roads safe and support the transport system to be resilient. Our focus is on high priority maintenance and renewal work on high volume, more vulnerable state highways and tunnels across New Zealand. There is an increased focus on pavement and structure renewals, combined with changes in road treatment options. This will increase resurfacing work which will help retain asset condition and safety across the network.

More intense and frequent weather events, coupled with climate change disruption, will continue to compromise the resilience of the state highway network. This NLTP we will invest in resilience work and climate change adaptation including a number of preventions for slips and rock-falls in areas prone to road closures.

Local road maintenance activity class



NLTP 2021-24
\$4.2 BILLION
Target investment

We're investing \$4.2 billion in local road maintenance during the next three years to support local government to operate, maintain and renew the more than 85,800kms of local roads.

This assumes financing from the Crown and a \$280 million provision for emergency works funding to restore the network following storm events.

On average, about half of each region's funding will be used to maintain and operate the local road network, the remaining 50% being used to renew infrastructure at the end of its life.

Since 2015, the size of the local road network has increased by 2,340 lane kilometres and use of it by 12%, with demand from heavy vehicles increasing 16%.

Maintenance is a significant annual cost for councils, normally accounting for about 40% of their transport spend in any NLTP period. A well-maintained roading network helps not only to improve safety but to protect the environment, as an efficiently operating network reduces carbon emissions, and builds greater resilience into the transport system by helping protect infrastructure from failure during natural weather events, such as cyclones and earthquakes. Investment in maintenance also plays a key role in keeping communities connected and getting goods to market.

Costs for local road maintenance have continued to rise during the last three years, including for base hourly labour rates, temporary traffic management, health and safety, and for materials. This activity class also now includes the replacement of bridges and structures that are at the end of their life and funding for ongoing travel demand activities.

Our investment in local road maintenance during the next three years is almost a 20% increase on the 2018–21 NLTP. This is aimed at maintaining current levels of service, accounting for network growth and the rising cost inputs described above.

Our planned investment will deliver 18,000 lane kilometres of sealed road renewals, more than three million cubic metres of metalling on unsealed roads and more than 1,900kms of drain renewals.

Investment management activity class



NLTP 2021–24
\$290 MILLION
Target investment

This investment management activity class covers three main activities:

- Transport planning.
- Sector research.
- Investment in the funding allocation system.

During the 2021–24 NLTP, we're planning to invest \$290 million in this activity class.

Our investment in transport planning will focus on the work required to develop future NLTPs. This includes identifying the projects and programmes needed to meet our climate change obligations, delivering a transport system that provides travel choice and supporting regions to implement their spatial plans.

Through the sector research programme we manage, we'll invest in applied research across a wide range of land transport topics to deliver on the priorities of the Transport Evidence Base Strategy.

As part of our business planning and financial management, we develop and manage investment in the funding allocation system. This is included within the current *Waka Kotahi Statement of performance expectations* agreed with the Minister of Transport. This also covers the development and management of the NLTP and work to fulfil our legislative functions including 'to assist, advise and cooperate with approved organisations'.

Some of our nationally delivered programmes also sit in this activity class, including the innovation programme which supports transformative ideas to improve transport options, and could include using new technologies or business models.

Our innovation programme has a collaborative approach, bringing together both private sector and academic innovators, and will also work closely with the Ministry of Transport, Local Government New Zealand and others. Innovation projects will be funded from the most relevant activity class.

Coastal shipping activity class



NLTP 2021-24
\$30 MILLION
Target investment

The GPS 2021 introduces a new coastal shipping activity class. Investment through this activity class is intended to provide greater choice for moving freight, enabling the coastal shipping sector to be more competitive with other operators.

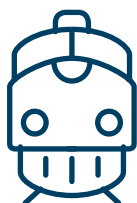
Our investment of \$30 million during this NLTP period will focus on investments in infrastructure, research and programme business cases, and projects that can support the objectives of the activity class.

Coastal shipping is recognised as one of the essential transport options to support economic growth. It provides a safe, sustainable way to transport freight, such as cement, refined petroleum products and shipping containers.

Investment during this NLTP will help provide producers and exporters with greater choice in how they move goods to market and offshore. Over time, moving more freight by coastal shipping will help reduce carbon emissions.

We are developing an approach to determine the types of activities that will be funded from the coastal shipping activity class. This will allow us to identify specific actions and projects for building a more resilient, sustainable, and competitive domestic coastal shipping sector, and enable coastal shipping to play a greater role in shifting freight.

Rail network activity class



NLTP 2021-24
\$1.2 BILLION
Target investment

For the land transport system to work effectively, we need to ensure all travel options are contributing and operating efficiently.

A well-maintained rail network contributes many benefits, including reduced emissions, improved safety and resilience across the land transport system.

Investment of \$1.2 billion over the three-year NLTP period in rail will be focused on restoring the existing network to a reliable and resilient condition that supports existing services and provides a platform for future growth.

The Rail Network activity class provides funding to KiwiRail to maintain, renew, operate and improve the national rail network. (Funding is also being provided through the Public Transport Infrastructure activity class for investment in the metro components of the network in Auckland and Wellington to support the delivery of metro rail services.)

A track user charge is being introduced in 2021-22 to contribute to the funding of rail, similar to the road user charge for motorists.



Future investment

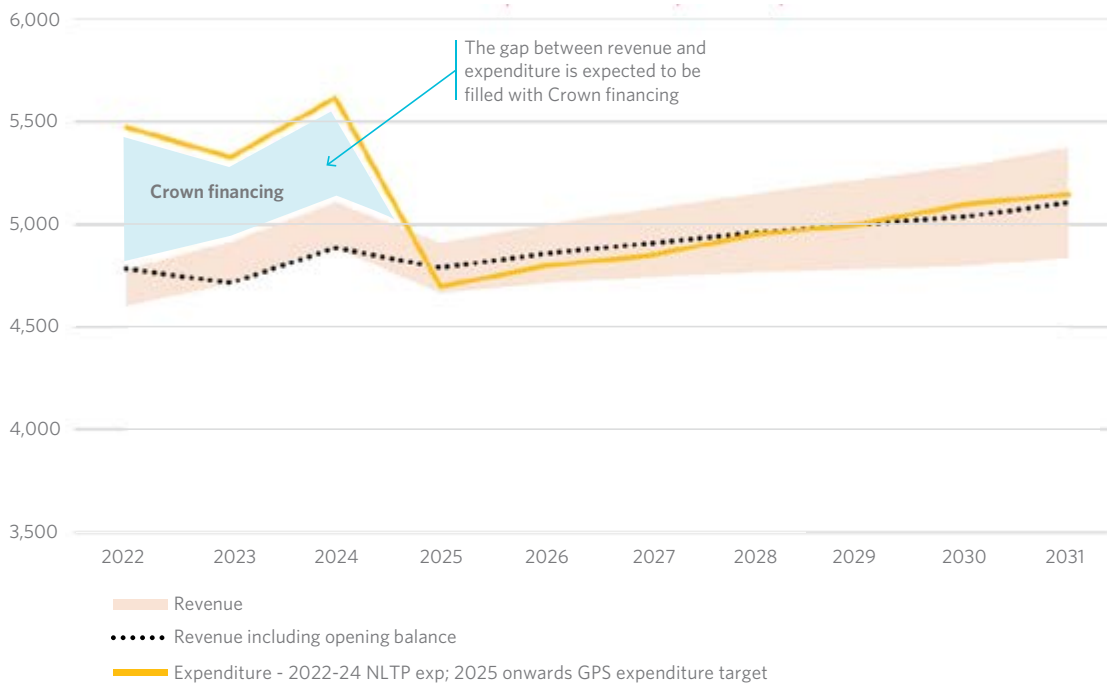
Regionally and nationally significant activities in 2024-27

Ongoing maintenance of our transport assets and the delivery of public transport services will continue to remain a significant focus for investment in the 2024-27 NLTP, along with meeting the government's commitments to ATAP, LGWM and Road to Zero.

Significant regional activities identified in RLTPs that are expected to be considered for funding in the 2024-27 NLTP include:

- Queenstown public transport improvements.
- Rotorua bus priority.
- Bridge improvements on the West Coast.
- Napier Port Access improvements.
- Implementation of the Kerikeri Area Transport Network Plan.
- Nūhaka Ōpoutama coastal erosion protection work.
- SH1 Cambridge to Piarere long-term improvements.
- Palmerston North Integrated Transport Improvements.
- Christchurch Major Cycleways.
- Waipau resilience work.
- Waiwhakaiho River second crossing.

National Land Transport Fund Revenue and expenditure 2021/22-2030/31



Revenue forecast

The revenue forecast is based on fuel excise duty, road user charges and motor vehicle registry fees forecasts made through the most recent Ministry of Transport revenue model, including reductions for impacts from Government Policy changes such as the Clean Car Discount scheme. Forecast revenue over the next 10 years is shown as a band, which indicates the estimated range of forecasting risk. Revenue will vary from forecast (and potentially outside the indicated forecast range) depending on a range of factors including: economic growth and the continuing impacts of COVID-19.

For the 2021-24 NLTP, the low end of the forecast range has been assumed to reflect the uncertainty from COVID and to reduce the risk from a higher level of over-programming of expenditure than in the previous 2018-21 NLTP.

The 2021-22 financial year shows higher revenue because of the NLTF opening balance and reflects that in 2021-22 there is a high level of forecast expenditure on in-flight projects.

The forecast revenue also includes additional Crown funding for Rail and the corresponding expenditure.

The medium revenue from the Ministry of Transport has been used beyond 2023/2024.

Expenditure forecast

2021-24 NLTP expenditure is based on the risk-adjusted forecast of expenditure on activities already committed or expected to be approved during the NLTP period.

Expenditure can vary from forecast depending on a variety of factors impacting project delivery, for example resource consenting; resource availability; weather; sequencing of work by councils, etc.

We are required to match expenditure to available revenue in aggregate and within the available revenue received in that year. Expenditure will also be managed in line with the actual revenue and available finance each year.

Forecast expenditure reflects use of an expected \$2 billion financing facility from the Crown. We have assumed that this facility is available and fully utilised within the three year period with no debt repayments in the 10-year period. The exact terms of any loan are still to be agreed. With the use of the facility, forecast expenditure will align to by forecast revenue (including borrowings).

The expenditure forecast for the subsequent seven years (from 2024/25) is set at the mid-point of the expenditure targets set out in GPS 2021.

Glossary of terms

AT - Auckland Transport

Responsible for Auckland region's transport services, from roads and footpaths, to cycling, parking and public transport.

ATAP - Auckland Transport Alignment Project

A cross-agency partnership including the Ministry of Transport, Waka Kotahi NZ Transport Agency, KiwiRail, the Treasury, Auckland Council, Auckland Transport and Public Service Commission.

Since 2015, the partnership has delivered a series of strategic reports and develops an indicative package of transport investments for Auckland (the ATAP package) every three years. This package informs statutory processes including the National Land Transport Programme and Auckland's Regional Land Transport Plan.

CVSCs - Commercial Vehicle Safety Centres

Formerly known as weigh stations, CVSCs are sites where enforcement officers can undertake checks on heavy vehicles. For example, checks of: weight, road user charges, certificate of fitness, logbook, and alcohol and drugs.

GPS - Government Policy Statement on land transport

The Government Policy Statement on land transport (GPS) sets the government's priorities for land transport investment over the next 10-year period. It also sets out how money from the National Land Transport Fund (NLTF) is spent on activities such as public transport, state highway improvements, local roads, and road safety.

HPMVs - High productivity motor vehicles

Trucks that can operate above the current 44 tonne weight limit under permit.

IPM - Investment Prioritisation Method

The tool used to prioritise activities for the 2021-24 National Land Transport Programme in support of government's priorities and commitments as outlined in the Government Policy Statement on land transport.

LGWM - Let's Get Wellington Moving

A joint initiative between Wellington City Council, Greater Wellington Regional Council, and Waka Kotahi. LGWM aims to develop a transport system that supports the city's aspirations for how it looks, feels and functions.

Nationally delivered activities

Waka Kotahi delivers a range of non-state highway activities as part of the National Land Transport Programme. These activities support sector innovation, improve value and efficiencies and are aligned with GPS outcomes. Examples include national road safety education and advertising, research programmes and the national ticketing system.

NLTF - National Land Transport Fund

The National Land Transport Fund (NLTF) is made up of revenue collected from:

- fuel excise duty
- road user charges
- vehicle and driver registration and licensing
- state highway property disposal and leasing
- road tolling.

By law, NLTF money has to be invested in land transport. The amount of funds in the NLTF can vary from year-to-year depending on the economy, petrol prices and government decisions on transport related levies and charges.

NLTP - National Land Transport Programme

A three-year programme that sets out how Waka Kotahi, working with its partners, invests national land transport funding across New Zealand.

NZUP - New Zealand Upgrade Programme

A multi-billion-dollar government investment that includes \$6.8 billion investment in our transport system. Waka Kotahi is the main delivery agent for the projects included in this programme.

PGF - Provincial Growth Fund

In February 2018, the government announced this three-year, \$3 billion fund that will support regional economic development by investing in activities that: create jobs, increase social inclusion, enable Māori to realise their aspirations, encourage environmental sustainability or improve resilience.

Rail Plan - New Zealand Rail Plan

Sets out the government's vision and priorities for rail until 2030, and the levels of investment needed to achieve it.

REG - Road Efficiency Group

The Road Efficiency Group was formed in 2012 to deliver changes that help move the transport sector from a focus on private vehicles and freight to encouraging and enabling the use of a range of travel modes (walking cycling, scooting, bus and rail). It's made up of members from Waka Kotahi, Local Government New Zealand and the Road Controlling Authorities of New Zealand.

RLTPs - Regional Land Transport Plans

These set out a region's land transport objectives, policies, and measures for at least 10 financial years, as required under section 16 of the Land Transport Management Act 2003. They are prepared by Regional Transport Committees, or Auckland Transport in the case of Auckland, every six years.

Activities must be included in an RLTP to be considered for inclusion in the National Land Transport Programme.

RNIP - Rail Network Investment Programme

KiwiRail is required to prepare a Rail Network Investment Programme (RNIP) every three years to be eligible for funding from the NLTF. It sets out the rail network activities that KiwiRail proposes, and that require investment from the NLTF.

RTCs - Regional Transport Committees

Regional councils and unitary authorities establish and appoint members of regional transport committees. They prepare Regional Land Transport Plans and provide advice as requested by the regional council.

Waka Kotahi Investment Proposal

Sets out the programme of activities that we propose for inclusion in the 2021-24 NLTP, including state highway maintenance and improvements, and nationally delivered programmes, such as national road safety education and advertising, research programmes and the National Ticketing System.





Regional summaries



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\$751
million

Forecast total investment



\$344
million

Forecast maintenance and operations



\$19
million

Forecast public transport investment



\$36
million

Forecast walking and cycling

PGF

\$19
million

Forecast Provincial Growth Fund

NZUP

\$116
million

Forecast NZ Upgrade Programme



\$103
million

Forecast Road to Zero

Te Tai Tokerau Northland

With Northland's economy reliant on dairy, forestry, farming and horticulture, our investment in the region's transport system during the 2021-24 NLTP will be to help create a safe, resilient network to get goods to export markets.

These primary industries remain critical for Northland's economic recovery post-COVID 19. Tourism is bouncing back, making the development of Northland's Twin Coast Discovery Route critical to support local recovery.

With about 70% of Northland's population living outside the region's major centre, Whangārei, there is a high dependency on travel by private vehicle to access essential services, such as healthcare, education and training. Public transport is not a travel option outside Whangārei and Kaitiāia, the region's dispersed population relying on a safe, reliable roading network to stay connected.

According to Statistics NZ, Northland's population is growing faster than any other region - more than 18% in the five years to 2018. It is forecast to reach 197,000 by 2043. This population growth is unevenly dispersed across the

region, and with industry changes because of climate change, and New Zealand's transition to a low-emission economy, will lead to changes in land use for this predominately rural community, as horticulture use increases and traditional farming usage shrinks.

Key transport routes such as State Highway 1 (SH1) will continue to be critical in connecting Northland's towns and communities. The network north of Auckland must be safe, resilience, reliable and accessible for the region to be more attractive to visitors, both domestic and overseas, and as a place for people to live and work.

Improving safety

Northland has a poor safety record, with a disproportionately high number of deaths and serious injuries.

During the next three years, \$103 million will be spent throughout Northland to improve safety across a number of corridors to reduce annual deaths and serious injuries (DSI) by 10.

Along 80kms of SH1 from Whangārei to Wellsford, which is a high-risk rural road, we will invest in safety improvements along three sections to reduce deaths and serious injuries.

The work has been split into three areas:

- **Northern section** (SH1 Whangārei to SH1/SH15 Port Marsden Highway). Funded by the New Zealand Upgrade Programme (NZUP), a detailed business case will be fast tracked to determine the most appropriate targeted safely interventions on this section.
- **Central section** (SH1/SH15 Port Marsden Highway to north of Brynderwyn Hills). The work includes installing new safety barriers, wider centrelines, better signage, improved road markings and safer speeds.
- **Southern section** (SH1/SH12 Brynderwyn Hills to SH1 Wellsford). The work includes installing new safety barriers, wider centrelines, better signage, improved road markings and safer speeds.

On SH10 between Kāeo to Pakaraka, a project stretching 40kms and involving widening the centreline and adding a median barrier will cost \$27 million to undertake design and start construction in the next NLTP and is estimated to save more than two deaths and serious injuries per year on project completion.

Speed reviews across Northland will look to set speed limits that are more suitable for the roads and safer for users, helping to minimise the severity of crashes.

A \$32 million project building a two-lane bridge and roundabout at the intersection of SH10 and Whangaroa Road in Kāeo will improve safety and traffic flow along this section of the Twin Coast Discovery Route renowned as a bottleneck.

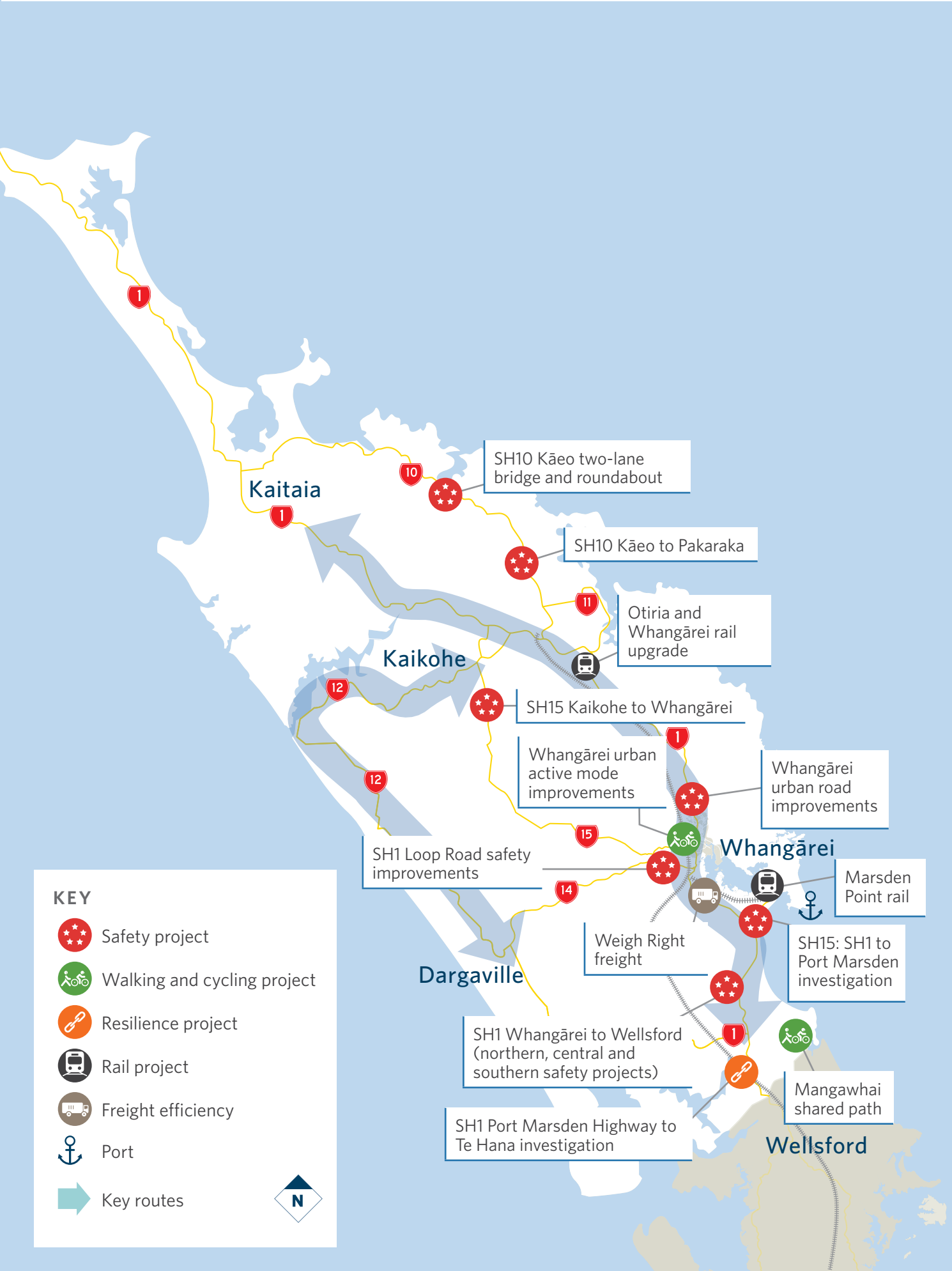
Safety improvements at the SH1/SH15 Loop Road intersection and SH1/Portland Road intersection will make travel safer across the state highway network south of Whangārei. This section of SH1 carries 19,000 vehicles a day of which 13% are heavy freight, including trucks carrying export logs to Northport at Marsden Point.

Working in partnership with key agencies, such as NZ Police, we will deliver an enforcement and behaviour change programme targeted at speed, alcohol and drug impairment, as well as wearing seat belts.

Lower speed limits will be introduced on state highways near schools, improving safety and encouraging more children to walk and cycle to school. Across the region, over \$18 million will be invested in low cost low risk safety projects.

Te Tai Tokerau Northland

key projects 2021-24



Better freight connections

SH1 between Whangārei and Auckland and the North Auckland rail corridor are recognised as nationally significant routes for freight, connecting Northland with critical local and export markets.

During the next three years, we'll continue to investigate and make improvements on SH1 between Whangārei and Wellsford, ensuring this supports the NZUP investment to upgrade capacity along the North Auckland rail corridor and the development of rail to Marsden Point. This work will be supplemented with further upgrades to the rail line between Otiria and Whangārei, enabling it to carry 18 tonne axle load trains. It builds on existing projects to upgrade and widen tunnels on the rail line between Swanson and Whangārei, and for planned work between Whangārei and Otiria.

This supports the priority of ensuring freight is carried by the most suitable form of transport, whether road, rail or coastal shipping to help achieve safety and environmental outcomes.

\$344 million is forecast to be spent on road maintenance across the region in 2021-24. This will be invested in the maintenance and operation of the network to support freight and tourism connections.

Under the 2021-24 RNIP, work will be undertaken to increase the resilience of the North Auckland Line to support reliable freight connections. Two rail bridges will be replaced and resilience works carried out on a third. In addition, 1km of track will be re-sleepered and 4kms of track re-railed, along with civil works to improve formation and drainage.

Significant upgrade work has already taken place on the Northland Line (Provincial Growth Fund (PGF) funded) to improve resilience and allow it to carry modern shipping containers, with more work planned to reopen and upgrade the mothballed line north of Kauri (PGF/NZUP) from 2022. Planning is underway to build a new spur line to Northport, funded by NZUP.

Summary of achievements from 2018-21

- A new roundabout at Loop Road (north) and intersection improvements at the SH1/Portland Road intersection are improving safety and traffic flow south of Whangārei.
- SH1 Tarewa Road intersection improvements were completed, improving traffic flow and safety with new traffic lights and double lanes for north and southbound traffic.
- Replacement of one-lane bridges at Taipā and Matakohe have enhanced those communities and the road network.
- A spillway at Otiria Stream (constructed in partnership with Northland Regional Council) mitigated the flood risk on a crucial 100m stretch of SH1 at Moerewa.
- A decaying seawall at Ōpononi was repaired and extended to reduce erosion and protect the section of SH12 running along the edge of Hokianga Harbour.

Better travel options

Shared paths for walking and cycling are being built in Whangārei and are programmed to be built in Mangawhai to encourage more people to walk and cycle between residential areas, to access education and recreation facilities and to connect local shopping areas.

The \$6.2 million northern section of Whangārei's 4.7km Kamo shared path extension and the Tikipunga shared path will be built during the next three years. These will connect a number of schools as well as residential areas north of the city through to the Whangārei CBD, the Auckland University campus, and off-road links to key recreational areas such as Kensington Park.

The \$14 million Mangawhai shared path in Kaipara will connect different parts of the town, from the school to the beach, improving safety and making it easier to travel by foot, bike, or scooter along a part of busy Molesworth Drive. Improvements to the village have already been made as part of the Innovating Streets programme.

There will be \$6 million invested in an integrated land use and transport programme business case for Whangārei to improve urban form and transform urban mobility.

Climate change

Climate change is expected to result in greater disruption across the network in coming years. The expected hotter, drier summers will increase dust issues with a high proportion of the region's roads being unsealed, while sea level rise and the increased frequency and intensity of storm events is expected to result in greater access issues.

Ten major and extreme risks have been identified across Northland, the most significant being SH1 from the Brynderwyn Hills to Whangārei which is often affected by both landslips and flooding. The Brynderwyn Hill risk will be considered via the Port Marsden Highway to Te Hana detailed business case. The Otiria stream catchment flow has been managed recently as part of the \$5 million spillway project led by Northland Regional Council.

Greater urbanisation in Whangārei provides an opportunity to shift more trips onto public transport, walking and cycling. This is supported with further investment into shared paths and improved public transport infrastructure and services, including over \$1 million invested to support bus priority lanes, rural services and more frequent services.

Working together

Working in partnership with Northland councils and others, we're looking at how we can get the most from the region's existing land transport system and offer greater travel choice throughout the region.

We're part of the Northern Transportation Alliance, a collaboration between the Whangārei, Kaipara and Far North district councils, Northland Regional Council and Waka Kotahi to deliver combined transportation services for Northland.

Further investment in integrated transport strategies and programme business cases that integrate with future development strategies will help with the development of a transport system that more easily connects new communities and offers alternative travel options to private vehicle use. We will continue to collaborate with Northland councils in their endeavours to better integrate land use and transport planning through their spatial planning and future development strategies.

An urban growth partnership is being explored for the corridor between the Bay of Islands and Warkworth. We will continue to work with local government, central government and iwi, to achieve better urban and transport outcomes for the region.

Investment highlights for 2021-24

- Significant investment in a number of speed and infrastructure improvements along prioritised state highways (particularly along SH1 and SH10) and local roads. This is supported by investment from NZUP for targeted safety upgrades along the SH1 Whangārei to Port Marsden Highway route.
- \$32m committed for completing of the replacement of the one-lane Kāeo Bridge with a two-lane bridge and roundabout intersection, making journeys safer and improving economic outcomes for communities in the Kāeo area.
- \$6.3m committed for the completion of design and construction of the northern section of the Kamo shared path extension – a Whangārei District Council project to create a network of shared paths for walking and cycling between residential areas, education, recreation and shops.
- \$14m committed for the Mangawhai shared path network – a Kaipara District Council project to create a network of shared paths for walking and cycling between residential areas, education, recreation and shops.
- \$2m for safety improvements at Murphy's Bend on Ngunguru Road.
- NZUP will fund the 19kms rail spur to the port at Marsden Point and upgrading the line between Whangārei and Otira to handle heavier trains.



**\$7.3
billion**

Forecast total investment

 **\$1.4
billion**

Forecast maintenance and operations

 **\$2.8
billion**

Forecast public transport investment

 **\$290
million**

Forecast walking and cycling

**NZUP \$1
billion**

Forecast NZ Upgrade Programme

 **\$298
million**

Forecast Road to Zero

Tāmaki Makaurau Auckland

Investment in Auckland's land transport system during the 2021-24 NLTP will focus on continuing to deliver the Auckland Transport Alignment Project (ATAP) to support population growth and the development of new communities with better access to more sustainable travel choice.

ATAP is a 10-year programme which will see \$31.4 billion invested in critical transport infrastructure and services across the city. The focus is on a rapid transit network, walking and cycling facilities, better public transport services and improving safety.

More than a third of New Zealanders already call Auckland home, with the population expected to grow by 260,000 during the next decade to reach 2.4 million by 2050. Working in partnership with Auckland Council, we recognise the importance of the transport system being able to deliver broad economic, social and environmental outcomes for the city.

During the last five years significant progress has been made on improving transport in Auckland. Record levels of investment have supported more people using public transport, a reduction in deaths and serious injuries and being able to maintain congestion levels, despite the growth in population.

Rail makes up the majority of Auckland's current rapid transit network and plays a key role in moving large numbers of people, especially at peak times to the city centre, as well as being a critical part of the national freight network. The rail network will become even more important in meeting growing travel demand and shaping urban form in the future. City Rail Link (CRL) will have a further transformational impact on the rail network by removing the key city centre bottleneck to the rail system.

Investment in the 2021-24 NLTP critical to CRL will fund wider rail network upgrades, provide additional electric trains to significantly improve travel times for train passengers, and remove level crossings to improve safety and travel times.

During this NLTP period, we will be completing significant strategic state highway projects, such as the Northern Corridor Improvements, which will provide new public transport and walking and cycling options; the Panmure to Pakuranga section of the Eastern Busway; public transport improvements to the SH16 Northwestern Motorway; a replacement walking and cycling bridge between Māngere Bridge and Onehunga; and the Puhoi to Warkworth Motorway extension to strengthen inter-regional freight links.

Work will begin in 2021-24 on planning for rapid transit for Auckland Light Rail; to protect the future Airport to Botany rapid transit corridor; continuing to develop the city's walking and cycling network; and improvements to make bus journeys into Auckland's city centre more efficient and reliable.

Through the Supporting Growth Alliance, we'll progress route protection for the transport networks required to support Auckland's Warkworth, northern, northwest and southern growth areas, as well as planning for the investment required to support brownfield growth areas, especially Mt Roskill, Māngere and Glen Innes/Tāmaki.

Better travel options

During the next three years, the investment focus will be on:

- expanding and upgrading Auckland's rapid transit network to provide more frequent and reliable public transport that is not impacted by road congestion
- continuing to roll out bus priority improvements, particularly in the city centre and along busy arterial routes to make travel by bus quicker and more reliable
- delivering key walking and cycling projects to fill the gaps in the network and make travel by active modes safer and more attractive
- investing in a state highway optimisation programme in Auckland to deliver a range of targeted small-scale projects to keep people moving by increasing productivity, enhancing travel choice, reducing transport-related carbon emissions and enhancing safety on the existing transport network.

Key investments will be:

- **City Rail Link (CRL)** – investment in the NLTP 2021-24 will fund wider network upgrades and additional electric trains to support CRL. This transformational project will significantly improve travel times for train passengers, open up rail access to new parts of the city centre and double the rail network's capacity.

Tāmaki Makaurau Auckland

key projects 2021-24



SH16 Brigham Creek to Waimauku safety improvements

Northern Corridor improvements

Rosedale bus station

Mid town bus improvements

City rail link

SH1 Dome Valley safety improvements

Ara Tūhono - Puhoi to Warkworth

Penlink NZUP

Northwest bus improvements

Glen Innes to Tāmaki Drive shared path

Auckland light rail

Auckland Manukau Eastern Transport Initiative (AMETI) Eastern Busway

Old Māngere Bridge walking and cycling replacement bridge

Auckland rail improvements - Wiri to Quay Park third line NZUP

Puhinui bus/rail interchange

Key

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

Project specifically funded by:

NZUP New Zealand Upgrade Programme

SH20B improvements (20 connect)

Papakura to Pukekohe rail line electrification NZUP

SH1 Drury to Paerata safety improvements

SH1 Papakura to Drury improvements NZUP

Auckland rail improvements - new Drury and Paerata stations NZUP

Mill Road safety improvements NZUP

- **Auckland Light Rail** – this project will progress planning and design for a new rapid transit corridor from the City Centre to Mt Roskill and Māngere (CC2M) to move more people, connect communities and provide better travel options. Planning work will also progress on the Northwest Rapid Transit Improvements along the Northwestern Motorway (SH16).
- **Northern Corridor Improvements** – the next three years will see the completion of this project, including the final phases of the extension of the popular Northern Busway from Constellation Drive to Albany, along with construction of a new busway station in Rosedale to provide more travel options for commuters in this busy commercial area.
- **Eastern Busway** – the Eastern Busway will provide a new rapid transit connection from Panmure to Pakuranga and Botany. This project will improve travel choices by making public transport, walking and cycling safe, and improve connections within the area and to the rest of Auckland. It will also help reduce traffic congestion and vehicle emissions. The next three years will see completion of the Panmure to Pakuranga section and the consenting process for Pakuranga to Botany will be progressed, including the Pakuranga bus station.
- **Airport to Botany (A2B)** – this rapid transit programme will improve travel choices and journey times for people in south and east Auckland. Stage one of this project has already delivered a new bus-rail interchange at Puhinui, bus and transit lanes between Manukau and the Auckland Airport precinct, including a new high frequency electric AirportLink bus. In the next three years, work will get underway to protect the future A2B rapid transit corridor, between Auckland Airport and Botany via Manukau, and extending the new AirportLink bus to Botany via Te Irirangi Drive.

Summary of achievements from 2018-21

- The \$250 million Southern Corridor Improvements project was completed in 2021 and provides more reliable and safer trips for road users and includes more lanes, new walking and cycling paths, better safety barriers, new noise walls and an upgrade to the Takanini interchange.
- Starting in 2019, the replacement of the Old Māngere Bridge in the Manukau Harbour has progressed well to create a new, dedicated walking and cycling link that will connect local communities and create an iconic landmark for the area. Construction is expected to be completed in 2022.
- The new Puhinui Station was completed – a major bus and train interchange to improve travel to and from the airport and its surrounding areas by providing more reliable, timely and emission-free travel choices.
- The new Hibiscus Coast Bus Station was completed in early 2021, providing more transport options further north to help reduce private vehicle use, ease congestion and benefit the environment.
- Te Atatu Road corridor upgrade was completed in 2018. This major \$30 million project has transformed the Te Atatu area, making improvements for private and commercial vehicles, public transport and cycling.
- Franklin Road upgrade was completed, transforming one of Auckland’s iconic central city streets, with cycle paths and safe pedestrian crossings.
- Infrastructure upgrades to improve safety progressed on several high-risk roads in the region, SH1 Dome Valley and SH22 Drury to Paerata.
- Improvements to the SH20B road corridor, part of the Southwest Gateway project, were completed. The \$70 million SH20B early improvements project provides additional bus and high occupancy vehicle lanes and new walking and cycling facilities between Pukaki Creek Bridge and SH20.

Walking and cycling

- Progressing the planning and delivery of walking and cycling infrastructure as part of the NZUP, including Penlink and Papakura to Drury.
- We will complete the **Old Māngere Bridge project** in this three-year NLTP period to provide a high quality walking and cycling link connecting communities in Onehunga and Māngere Bridge. We will also complete **Auckland's Urban Cycleways Programme** early in this NLTP period. This programme is delivering projects such as the Urban Cycleways Projects and the Meadowbank – Kohimarama connectivity project, brownfields, airport access and other cycling investment projects.
- More than 7kms of new walking and cycling paths along SH1 and SH18 will be completed as part of the Northern Corridor Improvements project.

Bus and ferry improvements

- **SH16 Northwest Bus Improvements** – this project (part-funded by the COVID-19 Response and Recovery Fund and 2021-24 NLTP) will improve public transport options and reliability in the northwest, including interim bus interchange facilities developed at Lincoln Road and Te Atatu, a new bus station at Westgate and improved bus shoulder lanes along the Northwestern Motorway.
- **Connected Communities** – this programme will deliver comprehensive bus, cycling and safety improvements along critical arterial road corridors in Auckland.
- **Midtown Bus Improvements** – this investment will make bus travel into Auckland's city centre more efficient and reliable by providing bus priority along Wellesley Street and a new bus interchange in the Learning Quarter.
- **Ferries** – investment will be made in purchasing more ferry vessels and progressing associated infrastructure improvements.

Improving safety

During the next three years, about \$72 million will be invested to make 135kms of Auckland's state highway network safer through infrastructure improvements and speed management to reduce deaths and serious injuries.

This builds on our investment during the last three years, where:

- new speed limits were put into place on State Highway 22 between Drury interchange and Paerata
- a new variable speed limit zone was set up outside Kaukapakapa School on SH16
- new and safer speed limits were introduced on more than 600 roads, including the central city, as part of Auckland Transport's Safe Speeds programme
- infrastructure upgrades were progressed to improve safety on several high-risk roads in the region, including SH1 Dome Valley and SH22 Drury to Paerata.

The SH16 Brigham Creek to Waimauku safety project will get underway in this NLTP period, making it safer for all users by installing flexible road safety barriers and flush medians, adding extra lanes, making intersections safer and creating more space for people on bikes.

Work is ongoing in the next three years on Auckland's speed reviews on roads where safer speed limits could make a big difference in preventing deaths and serious injuries, including high-risk roads such as SH16 Wellsford to Waimauku.

Safety improvements valued at \$67 million, including median safety barriers, wider road shoulders and new right-turn bays are being installed on SH1 Wellsford to north of Warkworth through the Dome Valley, making this section of the highway safer, in line with targets set by the national Road to Zero strategy to reduce deaths and serious injuries by 40% by 2030.

During the next three years \$67 million will be spent throughout Auckland on improving safety across three corridors.

Projects include:

- **SH22 SH1 (Drury) to Paerata - Glenbrook:** improvements at the SH22 and Glenbrook Road intersection, with an investment of \$10 million to begin construction.
- **SH22 SH1 (Drury) to Paerata:** median barrier project along the 9.7kms Drury to Paerata corridor, with an investment of \$28 million for design and to start construction.
- **SH1: Dome Valley Safety Improvements:** safety improvements along the 15.2kms Dome Valley corridor, with an investment of \$29 million to complete construction.

Climate change

Investment in infrastructure and services to encourage greater use of lower emission public transport and walking and cycling options, will make the greatest contribution in Auckland to climate change in this NLTP. But this investment alone will not be sufficient to substantially reduce emissions in Auckland.

The introduction of a vehicle fuel efficiency standard for light vehicle imports by 2025, the introduction of a biofuel mandate, policy to decarbonise the public transport bus fleet by 2035 and a reduction in the government's own vehicle fleet will all be critical to reduce emissions.

Auckland Transport is progressing plans to electrify the bus and ferry fleet, and the Papakura to Pukekohe electrification project will see the end of diesel passenger trains in Auckland. (This excludes Te Huia, the new diesel passenger service between Auckland and Hamilton.)

Improving freight connections

More than 76.3 million tonnes of freight were moved within, to, from and through Auckland in 2017/18 - and that volume is expected to grow substantially during the next three decades to 108 million tonnes by 2046. This is largely as a result of population growth.

About 84% of this freight is moved within Auckland - the balance being moved into or out of the region by air or sea. The majority of freight movements in Auckland are over relatively short distances, 90% being by road and the remainder by rail. Critical for the future will be improving the efficiency of connections to major freight hubs and limiting additional congestion.

Through NZUP, a number of the state highway and rail improvements will improve capacity on the freight network, reducing rail-road freight conflicts throughout the region and improving access to road and rail freight hubs.

One of these projects is the \$315 million Wiri to Quay Park upgrade which will improve both freight and commuter services by easing congestion on the busiest parts of New Zealand's rail network, improving links to key freight hubs and providing additional capacity for the City Rail Link. Preparatory work began in late 2020 and is expected to be completed by 2024.

During the 2021-24 NLTP, we will continue to improve inter-regional freight connections and global export connections through improved freight access to and from Auckland International Airport and connections to the Onehunga-Penrose area.

Discussions about the future of Auckland's port will have a significant impact on the city's long-term freight network.

Under the Rail Network Improvement Programme, work will be undertaken to increase the resilience of rail networks in the Auckland region, particularly in areas where there are high volumes of freight and/or passenger traffic. Resilience works will be carried out on two bridges on the North Auckland Line, 2kms of mainline track will be re-sleepered and 6kms of mainline re-railed. Other track and infrastructure works will be carried out across the mainline and in KiwiRail's freight yards to reduce derailment risks. Track on the Mission Bush spur line (servicing the Glenbrook Steel Mill) will also be renewed.

Investment highlights for 2021-24

- **Puhoi to Warkworth motorway extension** – in 2022, we will complete 18.5km extension of the existing SH1 Northern Motorway from the Johnstones Hills Tunnels to just north of Warkworth. It will improve access, reliability and safety to and from Northland, Warkworth and northeast Rodney.
- **Northern Corridor Improvements** – we will also complete this project in 2022. It provides a new SH1/SH18 motorway-to-motorway connection, a widening of the Northern Motorway (SH1) between Constellation Drive and Oteha Valley Road, and new public transport and walking and cycling options to offer more travel choices for the local community.
- **Mill Road Corridor** – funded through the NZUP, Mill Road Corridor is expected to involve an upgrade of two lanes between Flat Bush and Alfriston tying in the existing urban Redoubt Road dynamic lanes. There will also be targeted safety improvements between Alfriston and Papakura.
- **Penlink** – funded through the NZUP, this new two-lane proposed toll-road between the Northern Motorway and Whangaparāoa Peninsula will support development in Auckland's northern growth area and provide significant time savings and network resilience for people living on the Whangaparāoa Peninsula.
- **SH1 Papakura to Drury South improvements** – this project is also funded through the NZUP and includes upgrades to SH1 and a shared walking and cycling path. Construction of SH1 Papakura to Drury Stage One has begun and is expected to be completed in 2026. Three new rail stations (two in Drury plus Paerata) are expected to be completed in late 2025.
- **City Rail Link (CRL)** – investment in the NLTP 2021-24 will fund wider network upgrades and additional electric trains to support CRL. This transformational project will significantly improve travel times for train passengers, open up rail access to new parts of the city centre and double the rail network's capacity.
- **Auckland Light Rail** – this project will progress planning and design for a new rapid transit corridor from the City Centre to Mt Roskill and Māngere to move more people, connect communities and provide better travel options. Planning work will also progress on the Northwest Rapid Transit Improvements along the Northwestern Motorway (SH16).
- **Northwestern Bus Improvements** – the Northwestern Bus Improvements project will improve the public transport experience for people travelling by bus to and from the northwest and the city centre by delivering a more reliable, resilient and better-connected bus service.
- **Eastern Busway** – the Eastern Busway will provide a new rapid transit connection from Panmure to Pakuranga and Botany. This project will improve travel choices by making public transport, walking and cycling safe, and improve connections within the area and to the rest of Auckland. It will also help reduce traffic congestion and vehicle emissions. The next three years will see completion of the Panmure to Pakuranga section and the consenting process for Pakuranga to Botany will be progressed, including the Pakuranga bus station.

Auckland Transport Alignment Project

Today more than 1.7 million people call Auckland home. This number is expected to grow by another million over the next 30 years.

To prepare and adapt as Auckland grows, government and Auckland Council launched the Auckland Transport Alignment Project (ATAP) in 2015. ATAP takes a strategic, joined-up approach to setting transport goals and investment priorities.

ATAP's aim is to encourage more people to use public transport, walk or cycle to help reduce congestion, improve safety and address climate change. Over the past three years, record investment from government and council has resulted in:

- people using public transport more than 100 million times between February 2019 and February 2020, an increase of around 9% compared to the previous 12 months
- the number of people killed or seriously injured on Auckland's roads decreasing by around a third since 2017
- congestion remaining steady despite rapid population growth.

In March 2021, ATAP released its \$31.4 billion investment programme for 2021-31. ATAP 2021 includes \$13.6 billion for operating and maintaining existing infrastructure and services and \$17.8 billion for new infrastructure. As a result, greenhouse gas

emissions per capita will decrease by 13% by 2031 and public transport trips will increase by 91%.

To continue working toward these goals, ATAP will deliver a range of transport improvements over the next three years, including:

- finishing the Northern Corridor Improvements – a suite of motorway, public transport, and walking and cycling improvements on the North Shore. These include:
 - › a State Highway 1 (SH1) to State Highway 18 (SH18) motorway connection
 - › a dedicated, 7km walking and cycling path on SH1 and SH18
 - › extending the Northern Busway between Constellation Station and Albany Station, and a new bus station at Rosedale
- building a 7km long walking and cycling path between Glenn Innes and Tāmaki Drive that will be completed in late 2022 – connecting Auckland's eastern suburbs to the city centre
- completing Auckland's first underground rail line – a 3.45km twin-tunnel link between Britomart and Mount Eden stations – by late 2024 to make it quicker and easier to travel around Auckland by train
- completing the Ara Tūhono – Puhoi to Warkworth motorway by mid-2022 to make this route safer and more resilient.

Looking beyond 2024, key projects could include:

- providing a rapid transit connection across Waitematā Harbour
- Auckland Light Rail to create sustainable rapid transit options and more reliable journeys
- a rapid transit corridor to provide more transport options in the Northwest.





**\$1.5
billion**

Forecast total investment

 **\$781
million**

Forecast maintenance and operations

 **\$126
million**

Forecast public transport investment

 **\$54
million**

Forecast walking and cycling

**NZUP \$38
million**

Forecast NZ Upgrade Programme

 **\$224
million**

Forecast Road to Zero

Waikato

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

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

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

Completion of the SH1 Waikato Expressway during this 2021-24 NLTP period will not only reduce travel times between Auckland and Tirau by 35 minutes, but also help reduce the number of deaths and serious injuries along this corridor which has exceptionally high traffic volumes.

Road safety remains a significant issue in the Waikato, with more than 20% of New Zealand's annual deaths and serious injuries occurring in the region. During the 2021-24 NLTP, we'll be focusing on speed management and infrastructure improvements to make journeys safer across the region.

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

Better travel options

Providing more travel options and responding to climate change through targeted public transport improvements, new passenger rail services and better access to walking and cycling is a focus for this NLTP period.

We will complete the \$4.5 million underpass on SH21 Airport Road in Tamahere later this year, providing a safe crossing for the Cambridge to Hamilton shared walking and cycling path. The underpass is part of the 20km Te Awa path between Cambridge and Hamilton. This is the last link in the continuous 60km cycling and walking route following the Waikato River from Karapiro to Ngāruawahia.

Working with Hamilton City Council, we will progress the business case for the Eastern Pathway School Link shared path during the 2021-24 NLTP and seek pre-implementation funding. This \$22 million investment will provide a safe cycling network for local schools and improve public transport priority.

Work will also progress on the planning phases and implementation of public transport infrastructure improvements throughout Hamilton.

Te Huia, the new Hamilton to Auckland passenger train service, which was launched in April 2021, is now offering two return services, five days a week. We're providing \$20 million for the continued investment in Te Huia inter-regional rail services between Hamilton and Auckland, with \$2 million to introduce an off-peak service.

Strengthening connections

During this NLTP period, we will see the completion of the region's biggest ever roading project - the Waikato Expressway. The \$637 million Hamilton section, the last 21.8km bypass east of Hamilton, is scheduled for completion in mid-2022. Construction is already underway on the Resolution Drive connection, a key link to the expressway from Hamilton's northern urban growth area.

South of Hamilton, the city council is developing the Peacocke growth area, with funding from the government's Housing Infrastructure Fund and \$110.1 million from the NLTF to provide for an integrated transport system.

Waikato

key projects 2021-24



Project specifically funded by:
NZUP New Zealand Upgrade Programme

Key

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

Auckland

Kirikiri Stream Bridge replacement

SH2 and SH27 safety improvements

Waikato Expressway completion

Hamilton cycle network / Te Awa shared path and Eastern Pathway School link

Hamilton public transport investment

Tauranga

SH23 Hamilton to Raglan safety improvements

Hamilton

Mangawhero Stream bridge replacement

SH1/SH29 intersection upgrade **NZUP**

Peacocke arterials

SH1 Cambridge to Piarere

Rotorua

SH1 Piarere to Taupō safety improvements

SH3 Awakino to Mt Messenger safety improvements

SH5 to SH38 safety improvements

SH3 Awakino Tunnel bypass

Kopaki Bridge replacement

Taupō

SH1 SH29 Piarere to SH5 Wairākei safety improvements

SH1 East Taupō arterial safety improvements

SH1 Taupō airport to Hātepe

Construction of a new bridge over the Waikato River and improvements on the surrounding transport network are now underway. This includes the final stage of the \$45 million Hamilton Ring Road, the extension of Wairere Drive between Cambridge Road and Cobham Drive that will connect with Peacocke and extension of shared walking and cycling paths in the area.

The recent opening of the \$37.5 million Awakino Tunnel bypass has strengthened the vital corridor link between the Waikato and Taranaki. Part of the SH3 safety and resilience improvements from the Awakino Gorge to Mt Messenger, the 2.3km project involved building two new bridges over the Awakino River, putting in a passing lane and realigning a section of the highway north of the tunnel to make travel safer and provide a more reliable route.

Safe, reliable access around the Coromandel is a high priority for the region. Work is underway to improve several one-way bridges, including SH26 Onetai Bridge and SH25 Pepe Bridge. Design options for these bridges are being shared with iwi, key stakeholders and affected residents, and these are expected to be considered for funding in this NLTP period.

We're spending \$781 million on maintenance of state highways and local roads across the region to provide safe and reliable access.

Under the Rail Network Investment Programme, a business case will be completed to look at double tracking between Amokura and Te Kauwhata and on Ngāruawahia Bridge, the last remaining areas of single track line between Hamilton and Auckland on the Main North Island Trunk line. This will support growing freight and passenger flows in what is already the busiest rail freight area in the country.

To further support the resilience of the critical freight routes in this area, 27kms of track will be re-sleepered and 12kms re-railed, along with other track and civil infrastructure works to reduce derailment risks, improve drainage and stabilise slopes. Resilience works will be carried out on the bridge between Waharoa and the Kaimai Tunnel.

Summary of achievements from 2018-21

- Good progress was made on the \$637 million Hamilton section, of the 102km Waikato Expressway - the final section of the region's biggest ever roading project.
- Completed the \$37.5 million Awakino Tunnel bypass project in Taranaki, part of SH3 safety and resilience improvements from Awakino Gorge to Mt Messenger, strengthening critical freight connections through to the Waikato and upper North Island.
- Safety improvements along SH1 Cambridge and Piarere to reduce the number of serious crashes.
- The Hamilton to Auckland passenger rail service, Te Huia, was launched in April 2021,
- Improving safety at six high-risk areas in central and eastern Waikato with rumble strips, better roadside signage and long-life line markings.
- Ten railway level crossings in the Waikato were upgraded with a range of lower cost safety improvements to make crossing train tracks on or near state highways safer.
- Construction got underway to replace the 1950s pedestrian rail overbridge in Te Kuiti and connect the western side of town to the town centre.

Improving safety

Throughout Waikato during the next three years, we will invest to improve safety across 15 high-risk corridors to significantly reduce annual deaths and serious injuries in the region.

Work continues to improve safety along the existing length of SH1 between Cambridge and Piarere. We're installing flexible median barriers to reduce the number of crashes along this section of highway. More than 2.4kms of median barriers have already been installed and work continues finalising designs to extend this work to Maungatautari Road. This NLTP we'll invest \$35 million to address safety along 26.3kms of the corridor.

On 12kms of the East Taupō Arterial, \$13 million is being spent widening the roadside shoulders, and installing flexible median safety barriers and safety barriers where hazards cannot be removed.

Speed management reviews are already underway for Hamilton City (SH1, SH3 and SH26), West Waikato (SH23, SH31 and SH39) and Mangatarata to Katikati (SH2/SH25), with a number of additional routes planned for review during this NLTP period.

More than \$2 million is being spent improving safety at six high-risk areas in central and eastern Waikato, with rumble strips, better roadside signage and long-life line markings. These areas are: SH5 Waiohotu Road to Oturoa Road; SH5 Webster Road to Waiohotu Road; SH25 Waitakaruru to Kōpū; SH27 SH26 Tatuani to Waharoa; SH2 Mackaytown to Waikino; and SH29 Matamata-Piako boundary to SH28.

We're building a replacement bridge on SH27 over Mangawhero Stream and realigning the highway to make it safer and provide protection for the bridge from erosion.

NZ Upgrade Programme

Safety at one of New Zealand's most dangerous intersections – SH1/29 at Piarere – will be improved with construction of a new roundabout. This project will replace the current T-intersection with a large roundabout. This roundabout will be on the alignment that future-proofs the route for the extension of the Waikato Expressway from Cambridge to Piarere. Construction is due to get underway in 2022.

Investment highlights for 2021-24

- Completion of the underpass on SH21 Airport Road in Tamahere.
- Completion of the last section of the Waikato Expressway, the 21.8km bypass east of Hamilton, scheduled for mid-2022.
- Safety improvements to 15 high-risk Waikato roads.





Te Huia passenger train takes flight



Te Huia train service launched in April 2021 offering two return services between Hamilton and Auckland on weekdays and selected Saturdays. Te Huia can carry more than 500 people between the two cities each day – the first Saturday service was so busy there was standing room only from Rotokauri to Papakura.

It's estimated Te Huia will reduce car trips between Hamilton and Auckland by up to 73,000 each year, which will help make roads safer, reduce congestion at peak times and reduce New Zealand's carbon footprint. It also gives people a reliable, stress-free way to travel between the two cities.

Waikato Regional Council and Waka Kotahi have invested around \$98 million in this five-year project. Getting this service up and running shows what partners can achieve through collaboration. This work was led by Waikato Regional Council in partnership with Waka Kotahi, KiwiRail, Hamilton City Council, Waikato District Council, Auckland Transport and the Ministry of Transport.

Te Huia will be trialled for just over four years, which gives local people time to try it out and the regional council the opportunity to collect data and insights to help inform next steps.

Over the next three years, more than \$3.2 billion will be invested on work that improves transport options and helps reduce carbon emissions across the Waikato and Auckland regions.



**\$1.4
billion**

Forecast total investment

 **\$379
million**

Forecast maintenance and operations

 **\$133
million**

Forecast public transport investment

 **\$81
million**

Forecast walking and cycling

**NZUP \$432
million**

Forecast NZ Upgrade Programme

 **\$121
million**

Forecast Road to Zero

Te Moana-a-Toi Bay of Plenty

Investment in the Bay of Plenty region's land transport system will support economic growth. The region has a significant role in producing and transporting goods, and needs to respond to high levels of population growth, while providing safe, reliable access and better travel options to connect local communities.

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

Apart from tourism, the local economy is largely reliant on export industries, such as agriculture, horticulture and forestry. The Port of Tauranga is critical for New Zealand's economic growth. It is a significant contributor to New Zealand's economy, handling 25% of the country's imports and exports.

Maintaining safe and reliable freight connections, including State Highway 1/29 and the North Island Main Trunk/East Coast Main Trunk rail within the region and to neighbouring regions, in particular Waikato and Auckland, is critical to supporting both the regional and national economy.

The region continues to experience substantial population growth, particularly in the Western Bay of Plenty sub-region. Rotorua, and more recently Eastern Bay of Plenty towns such as Whakatāne, are beginning to experience population and economic growth after a flat period during the last 10 to 20 years. With regional partners, we are working to manage this growth to ensure it supports well-connected communities and safe, sustainable transport options through:

- the SmartGrowth partnership's Urban Form + Transport Initiative (UFTI) in the Western Bay of Plenty
- Connect Rotorua and Planning for the Future of Rotorua
- Access Whakatāne, Eastern Bay Spatial Plan and Eastern Bay Beyond Today.

Those living in the region's urban areas remain heavily reliant on private vehicle use. Nearly 90% of journeys to and from work in Rotorua and Tauranga are by private vehicle. Getting people to use safe, accessible and reliable ways to move around these cities is a priority focus for investment in the 2021-24 NLTP.

The Western Bay of Plenty, which includes Tauranga, is one of New Zealand's fastest growing areas, and during this NLTP period, we will be co-investing with partners to increase the frequency of bus services and improve walking, cycling and mobility connections to enable more people to have transport choice and the ability to shift to these transport modes.

Improving safety

During the next three years, \$121 million will be spent throughout the Bay of Plenty on improving safety along five key corridors to reduce annual deaths and serious injuries by 18.

Work will continue on safety improvements along 35.8kms of SH2 between Waihī and Ōmokoroa in the Western Bay of Plenty and 36kms of Wainui Road to Ōpōtiki in the Eastern Bay of Plenty. We'll be investing \$14 million to make further safety improvements along a 8.7km section of SH30 between Awakeri and Whakatāne, and on SH5 south of Rotorua.

On SH33, we'll invest about \$10 million on 34kms of safety improvements from Te Ngae Junction to Paengaroa, and \$5 million on the SH33/SH30 intersection.

We will continue to work with our co-investment partners to ensure an integrated approach to safety across the region's state highways and local roads.

Additionally, reducing drug and alcohol impairment and increasing seat belt use in the Ōpōtiki and Kawerau districts through road policing and behaviour change activities, will be a priority during the next three years.

Better travel options

Working with our partners, a key focus area in the 2021-24 NLTP will be implementing regional growth plans that ensure there are real travel choice options both within existing urban areas and the new communities as these develop.

Investment will be made to improve the frequency and reliability of public transport services across the region, as well as planning and implementing new public transport infrastructure.

In Rotorua, we will co-invest with partners to deliver better connected cycling and walking facilities and public transport networks to enable transport choice for people.

Te Moana-a-Toi Bay of Plenty

key projects 2021-24

Key



Safety project



Public transport project



Access project



Resilience project



Port



Key routes



Project specifically funded by:

NZUP

New Zealand Upgrade Programme



We're also working with Rotorua Lakes Council to progress the Connect Rotorua Stage Two programme which addresses safety and connections on the eastern corridor while accommodating future growth. This is funded by the Crown Infrastructure Partners (CIP) COVID-19 Recovery Fund

More than \$90 million will be invested in a range of projects to support growth and improve access and safety as part of UFTi. Two business cases will identify ways to change how people travel to and from Tauranga's eastern and western suburbs to the city's central business district. The Hewletts Road sub-area (SH2) and Tauriko West Connections (SH29/SH29A) business cases will also provide for more reliable access to the Port of Tauranga and support future growth in this area. Cameron Road has multimodal stage two safety improvements to support urban development.

During this NLTP period, we'll work with Tauranga City Council on the Tauriko SH29 enabling works to address safety through Tauriko village and at the Cambridge Road intersection, providing access to the new Tauriko West development and Tauriko Business Estate. We'll investigate how to reallocate the SH29A corridor to cater for all travel options with intersection improvements at Barkes Corner and Takitimu Drive roundabout to support public transport journeys from Tauriko to the central business district.

More than \$57 million will be invested in Tauranga's network of primary cycleways to support growth in the region and provide better travel choice.

Improving freight connections

We'll continue to ensure the crucial freight connections are reliable to support the national and regional economies. We'll continue to improve the safety and resilience of freight connections along SH2 between Tauranga and Gisborne, and SH29 between Hamilton and Tauranga.

Through providing better travel options for people within the urban area, people who can shift to other modes are able to, which in turn frees up the system for people that are unable to, such as people in trades and freight journeys.

Under the 2021–24 RNIP, resilience works will be carried out on the East Coast Main Trunk to support freight connections. Bridge 83 (north of Te Puke) will be replaced, resilience works carried out on two other bridges and signal cable replacements made east of Te Puke. Eight kilometres of track will be re-sleepered and 9kms of track re-railed, along with other track and civil infrastructure works to reduce derailment risks, improve drainage, stabilise slopes and improve coastal protection.

Summary of achievements from 2018–21

- Completed the Maungatapu underpass and improvements to the SH29A Maungatapu and Hairini roundabouts to further improve safety and travel times.
- Completed the SH36 pedestrian and cycle overbridge between The Lakes and Tauranga Crossing, creating a safe connection across the state highway. This work followed the installation of the Whakapaiwaka overbridge over SH29/Takitimu Drive, connecting Bethlehem and Gate Pā.
- Opened the Paengaroa to Rotoiti cycle trail, providing a safe off-road link to cycling along a busy stretch of SH33.
- Completed the SH2 Woodlands Ōpōtiki shared path to improve safety and provide a path for pedestrians and cyclists under the Waiōeka Bridge in Ōpōtiki.
- Completed SH2 Tāneatua safety improvements, including two new pedestrian crossings, a dedicated bus bay outside Tāneatua School, a new flush median through the length of the town and narrowing of the traffic lanes.
- Completed the Rotorua Urban Cycleway which supports the town's economic development.

NZ Upgrade Programme

To support regional economic growth in the Bay of Plenty, the government is funding the construction of stage one of the Takitimu North Link between Tauranga and Te Puna through the NZ Upgrade Programme. The new 7km, four-lane corridor will connect SH29 and SH2, support public transport and vehicles carrying multiple people, and provide an alternative route.

For stage two between Te Puna and Ōmokoroa, we will seek to protect this route from any development that could potentially make construction of the project more difficult in the future. This gives certainty that the land is available when the project is ready to proceed.

To improve safety and efficiency along a rural state highway at a key pinch point in the Rotorua network, a commitment was made through the regional package of the NZ Upgrade Programme and the Safe Network Programme to upgrade SH5/36 Tarukenga to Ngongotahā.

Road and roadside safety improvements are underway along SH5 between Tarukenga and Ngongotahā, as well as construction of a new dual-lane roundabout at the SH5/SH36 intersection. Project completion is expected in the 2021/22 construction season.

Investment highlights for 2021-24

- SH2 Waihi to Ōmokoroa safety improvements.
- Delivery of the SH30 Eastern Corridor Rotorua Connect Stage One.
- Phase one of SH30 Eastern Corridor Rotorua Connect Stage Two implementation.
- SH2 Wainui Road to Ōpōtiki safety improvements.
- Completion of SH33 Paengaroa to Te Ngae Road safety improvements.
- Improving the resilience of SH29 over the Kaimai Range.
- Tauriko West enabling works to support residential and commercial growth in the Tauriko area.
- Continuation of the Baypark to Bayfair Link to improve safety, access and pedestrian and cycling connections.

in the
spotlight

Western Bay of Plenty growing up and out

The Western Bay of Plenty is projected to grow by 200,000 people or 95,000 new homes, over the next 70 years. This will create two million extra trips in the region each day – by car, bus, ferry, train, bike or on foot.

In 2018 Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council, Waka Kotahi and He Manukura, a panel representing tangata whenua, started planning how to respond as the region grows up and out.

We've worked together to create good urban design, which helps make cities, towns and communities in this region well-connected, pleasant places to live. Transport projects impact the spaces we all live, work and play in, which is why we collaborate with councils and other organisations on urban planning projects, like this one.

In July 2020, the Connected Centres programme final report was released. It aims to: build more close-knit communities, reduce car-dependency and carbon emissions, and make it safe and easy for people to get to where they need to go.

The transport improvements delivered through this programme will also maintain key freight routes to the Port of Tauranga. As the population grows, people are likely to have access to:

- high-frequency buses and transport hubs, including for rail and ferries, that enable people to change between routes easily and safely
- better connected walkways and cycleways to connect local communities
- more places to securely park bikes and scooters.

In 2021–24, detailed planning for delivering the programme will continue. It's a long-term plan, so while local people won't see changes for some time, mahi (work) done now will help shape big changes in the future.





**\$209
million**

Forecast total investment

**\$144
million**

Forecast maintenance and operations

**\$3
million**

Forecast public transport investment

**\$3
million**

Forecast walking and cycling

**PGF \$36
million**

Forecast Provincial Growth Fund

**ROAD TO ZERO \$4
million**

Forecast Road to Zero

Tairāwhiti Gisborne

For Gisborne’s economy to grow and for people to access essential health, education and employment opportunities, investment in the land transport system through the 2021–24 NLTP will support improved access and resilience of the road network.

The region’s relative isolation means businesses and communities rely on having access to safe, reliable transport to get their goods to domestic and international markets, and to access basic services. SH2 through the Waiōeka Gorge is one of these critical routes and a business case is currently being completed to look at how to improve resilience at the high risk sites along this route which is vulnerable to slips and rockfall. Work is expected to get underway on these improvements in this NLTP.

The topography of Gisborne – a hilly, mountainous interior, low-lying river plains and coastal flats – makes the region prone to erosion and slips. It is also vulnerable to the impact of climate change and extreme weather events. Through this NLTP, we will continue to deliver the SH35 resilience project to strengthen and stabilise ‘hot spots’ along the coast. This will include building retaining walls and rock revetments, as well as native planting programmes to help stabilise slopes and roadsides.

There will also be a focus on improving Gisborne's poor safety record. The region has above national average crashes involving drink driving, people not wearing seatbelts and cyclists. A high proportion of drivers are unlicensed. Driver behaviour change will address drug and alcohol impairment and speeding.

Improving safety

Safety improvements across the region will include:

- Improvements to high-risk local road intersections to help reduce crashes.
- Safety improvements outside schools across the region, such as line markings and traffic calming measures for safer access.
- Speed management reviews for local roads to help reduce deaths and serious injuries.

Following last year's speed review along SH35 which resulted in speed limit changes from Gisborne to Te Puia Springs, we have completed a review from Te Puia Springs to Tokomaru Bay township. A further speed review is planned from Te Puia Springs to Ōpōtiki. As part of this process, infrastructure improvements, such as speed limit signage, traffic calming measures and line marking changes, are also completed.

A number of safety improvements will be made across the region to both local roads and state highways, including intersection improvements, installation of rumble strips, improved signage and shoulder widening to support cycling.

As part of the Tairāwhiti Roding package announced in 2018, more than 20 additional passing opportunities, including slow vehicle bays and mobile phone laybys, will be built at a cost of \$33 million along SH2 and SH35. Driver frustrations with the slower speeds of heavy freight using these highways has resulted in risky overtaking. This package is being funded through the NLTF and the Provincial Growth Fund. These are programmed to be delivered by the end of 2022.

Better access

In this NLTP, we'll be investing \$3 million to maintain and develop Gisborne city's public transport network, with funding for an improved ticketing system, and a strategic review of the city's public transport system.

Through the Tairāwhiti Roding Package, \$13.5 million is being spent to improve the reliability and resilience of SH35 at 20 sites. The work includes structural engineering and native planting.

We'll invest in safety and resilience improvements through SH2 Waiōeka Gorge, a key freight route for Gisborne.

Freight

Gisborne is home to a growing number of primary industries that require reliable access to markets. The region's HPMV network is incomplete, particularly when compared with the remainder of the upper North Island. Under the Tairāwhiti Roding Package, \$4 million has been invested in opening up the SH2 route from Napier to Ōpōtiki to HMPVs. Work continues on strengthening six bridges in the Waiōeka Gorge, all of which will be completed by the end of 2022.

Tairāwhiti Gisborne

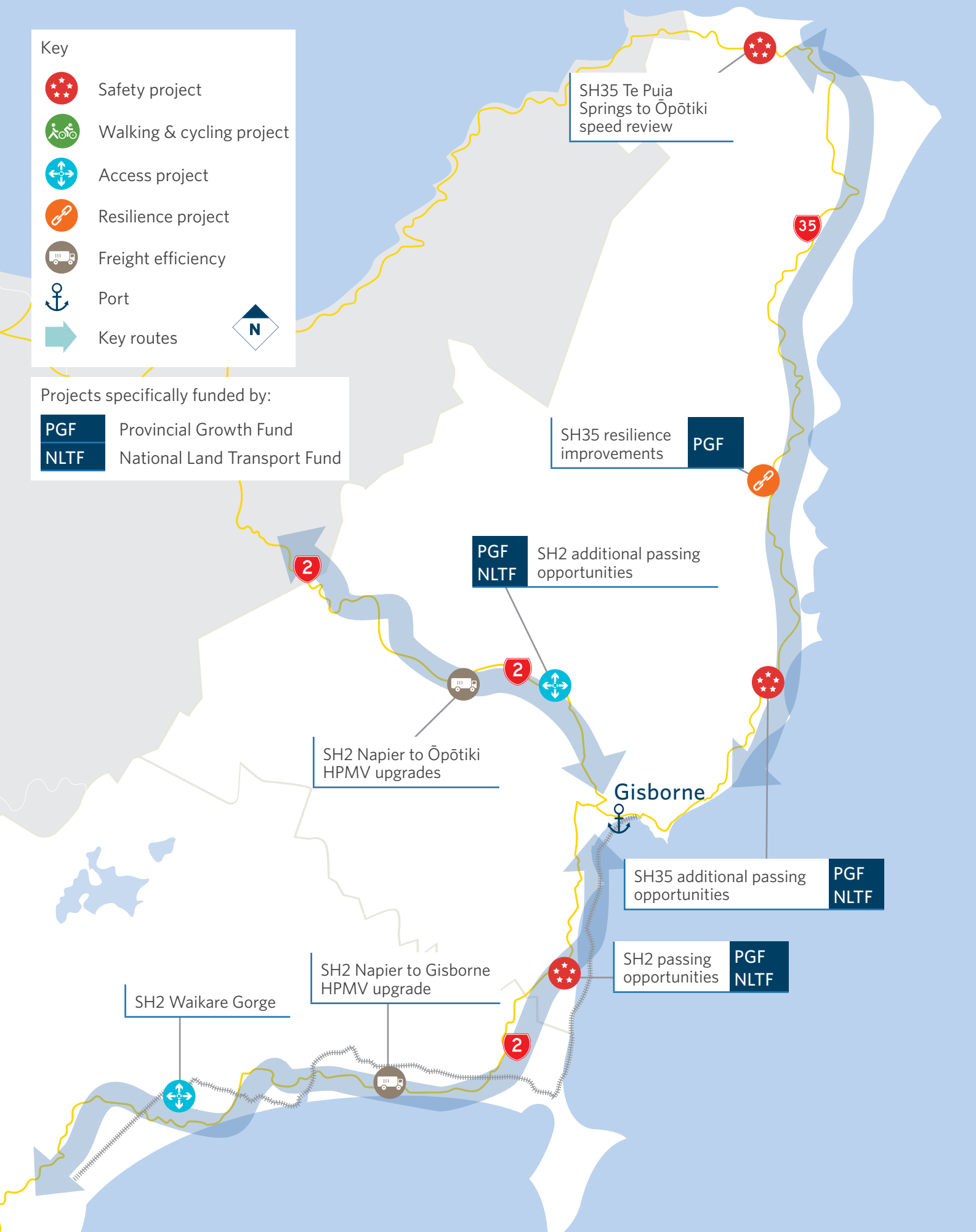
key projects 2021-24

Key

- Safety project
- Walking & cycling project
- Access project
- Resilience project
- Freight efficiency
- Port
- Key routes

Projects specifically funded by:

- PGF** Provincial Growth Fund
- NLTF** National Land Transport Fund



Investment highlights for 2021-24

- SH35 resilience – repairing and strengthening resilience ‘hot spots’ along SH35 for a more reliable and robust highway that can better withstand the impact of natural events. This is part of the Tairāwhiti Roothing Package, funded by the Provincial Growth Fund.
- SH35 and SH2 passing opportunities – creating and improving passing opportunities to allow safer overtaking and reduce driver frustration. This is part of the Tairāwhiti Roothing Package, with \$33 million allocated from the Provincial Growth Fund and National Land Transport Fund.
- SH2 Waiōeka Gorge – funding for a detailed business case on resilience and safety improvements on SH2 between Gisborne and Ōpōtiki.

Summary of achievements from 2018-21

- The former one-lane Motu Bridge on SH2 was replaced with a new two-lane bridge (now named Te Whitinga o Tamataipunoa) at a cost of \$6.5 million, funded through the Regional Economic Development Fund.
- \$6 million was spent improving safety on SH2/SH35 with safety barriers, rumble strips and improved signage, while a further \$1.2 million was spent on road safety campaigns to address driver fatigue, sober driving, wearing seatbelts and back to school safe driving.
- The Muriel Jones shared path on SH35 Wainui was extended by 1.6kms from Sponge Bay to Kaiti and \$2.5 million was spent widening the historic SH35 Gladstone Road Bridge to add a shared path for cyclists and pedestrians.





in the
spotlight

Tairāwhiti now better connected to move freight

For the people of Gisborne/Tairāwhiti, having a safe, reliable, resilient transport network is crucial. In this relatively isolated region, state highways and local roads help connect communities and support the local economy by enabling businesses to get their goods to market.

Work done since 2018 to analyse and improve the resilience of key routes has enabled the use of high productivity motor vehicles (HPMVs) in this region. HPMVs are trucks that can carry heavier loads than other freight vehicles. But they can only travel on routes that can withstand their weight.

HPMVs allow fewer trucks to move more freight, which:

- increases freight productivity by 10 to 20%
- reduces the number of trips by up to 16%
- reduces distribution costs by up to 16%
- helps reduce congestion and carbon emissions
- helps improve safety on our roads.

In 2017, enabling HPMV access to Tairāwhiti was a priority for local businesses. At that time, HPMVs could only head north via State Highway 35.

Businesses wanted to use HPMVs on the shorter State Highway 2 (SH2) route to get more goods to market and increase efficiency.

In September 2018, \$4 million was invested to identify and action any improvements needed to connect Tairāwhiti to the HPMV network via SH2.

Extensive structural analysis of roads and bridges between Napier and Ōpōtiki was carried out. This detailed investigation found that the road from Napier to Gisborne was capable of carrying HPMVs – and it was connected to the wider network in July 2019.

On SH2, between Gisborne and Ōpōtiki, six bridges needed strengthening to be able to manage HPMV traffic long-term.

Strengthening work on Aro Aro Bridge was completed in March 2020 and the route opened to HPMV traffic the following month. Work is underway to strengthen the other five bridges by 2025.

As part of the 2021-24 NLTP, more than \$170 million will be invested in transport projects in Gisborne region.



\$376
million

Forecast total investment

 **\$214**
million

Forecast maintenance and operations

 **\$17**
million

Forecast public transport investment

 **\$18**
million

Forecast walking and cycling

PGF **\$33**
million

Forecast Provincial Growth Fund

 **\$53**
million

Forecast Road to Zero

Te Matau-a-Māui Hawke's Bay

Investment in the Hawke's Bay land transport system during the 2021-24 NLTP is targeted at improving safety and resilience while supporting the region's economy and forecast growth.

The region relies on the state highway and rail networks to both move goods to market, and provide critical connections to neighbouring regions. Local communities rely on these connections to access employment, education and other specialist services that are located in Napier and Hastings.

Reliable road and rail connections are particularly essential between Napier and Palmerston North to support the region's economy. The Te Ahu a Turanga: Manawatū Tararua Highway will support safe and reliable journeys between Hawke's Bay and Manawatū/Whanganui, a key freight route linking Napier Port and the growing distribution centres in Palmerston North

There is a growing need to reduce the region's dependency on private vehicle travel to support carbon emission reduction. While public transport patronage is low at less than 1% of all trips, use of walking and cycling facilities per capita is above the national average.

While the existing transport system has the capacity to accommodate forecast growth, there will be pressure on the network, particularly surrounding the port from heavy vehicles.

During 2021–24 NLTP, we'll be spending \$214 million on maintenance for state highways and local roads.

Improving safety

The Hawke's Bay has a poor safety record. The primary contributors are vehicles running off roads, speed, drug or alcohol impairment, and people not wearing seatbelts. The focus is on making improvements in the Napier to Hastings urban areas, SH2 between Napier and Waipukurau and high-risk rural roads.

During the next three years, we will invest in making 132kms of state highways safer through infrastructure improvements and speed management to reduce annual deaths and serious injuries in the region by five.

This includes making improvements to 38kms of SH2 from Pakipaki and Waipukurau, starting work on 12.4kms of SH51 from Napier to Hastings, and design and the start of construction on improvements to 82kms of SH5 from the Hawke's Bay roundabout to SH2.

SH5 Napier to Taupō safety improvements include median widening and barriers from Esk Valley through to the Hawke's Bay boundary with Bay of Plenty (Rangitaiki). A further programme of improvements is expected to follow in the 2024-27 NLTP.

Safety improvements will also be completed on SH51 from Ellison Street to Farndon Road, just north of the Clive township; and between Waipatu and Whakatu, north of Hastings.

Road policing and behaviour change programmes in the region will target alcohol and drug impairment, not wearing seatbelts and speed. A number of speed reviews are planned for the region.

Resilience

On SH2, between Napier and Wairoa, 600m of the road is being relocated away from the Mohaka River as it is undermining the Raupunga Bluff.

Investigations are also underway regarding options to re-align SH2 at Waikare Gorge to improve safety, reduce risk of flooding and undermining of the road, and improve reliability of access for communities in the north of the region.

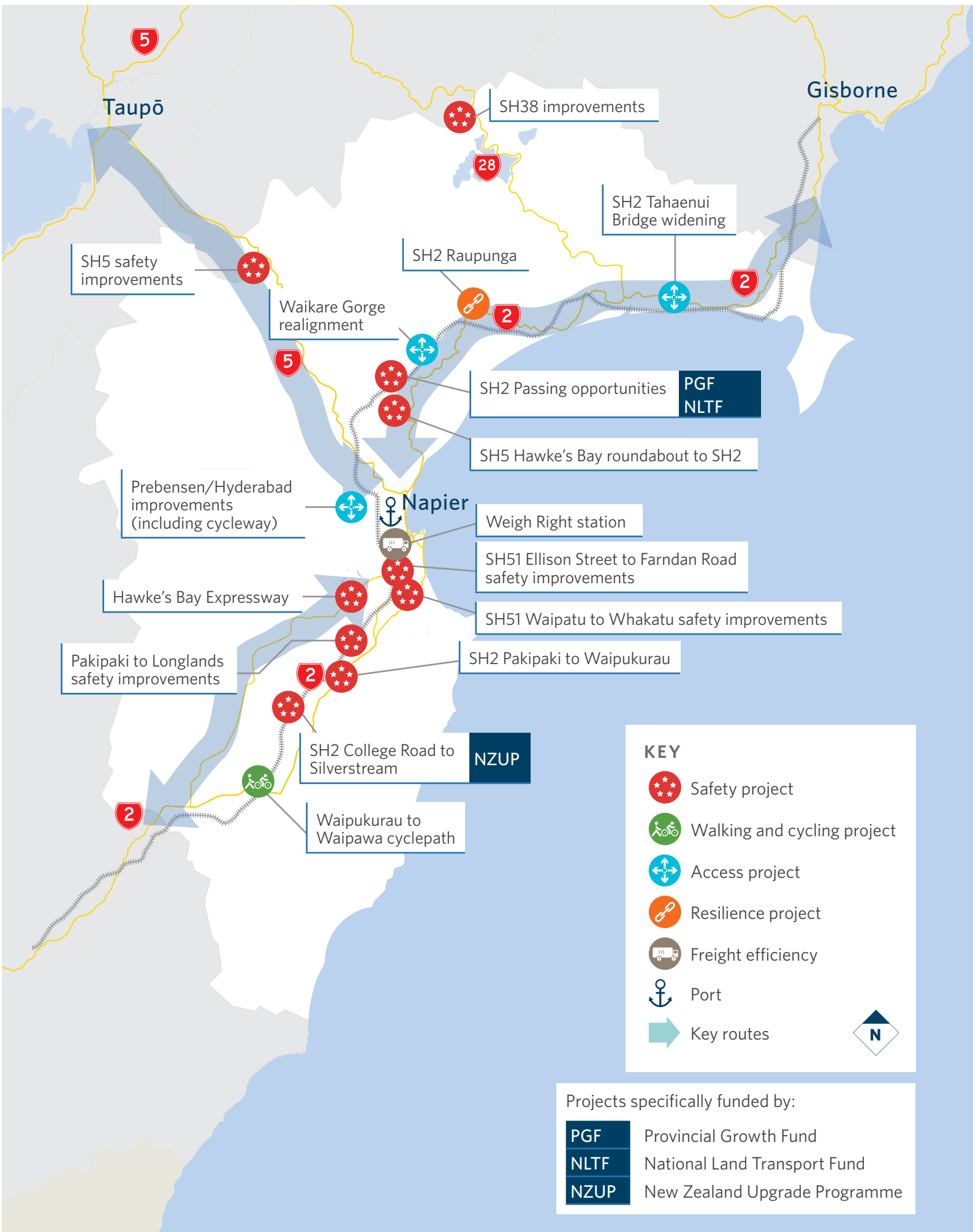
To help support economic growth, design work is underway for an upgrade of the SH2 Prebensen Drive/Hyderabad Road intersection including road reconfiguration and cycle path connection, which will be completed this year. This, along with the Napier Port Access business case and new Weigh Right facility, will improve access to the port and safety.

A spike in deaths and serious injuries on SH5 Napier to Taupō has prompted a business case to better plan maintenance, upgrades and renewals on this stretch of highway. This follows an increased programme of maintenance in the last year with a number of reseals to improve safety.

Resilience works will be carried out on the Palmerston North to Gisborne Line in 2021-24 to support freight connections. The Ormondville Viaduct will be strengthened, 12kms of track will be re-sleepered and track and civil infrastructure works carried out to reduce derailment risks and improve formation and drainage.

Te Matau-a-Māui Hawke's Bay

key projects 2021-24



SH5 safety improvements

Waikare Gorge realignment

SH2 Raupunga

SH38 improvements

SH2 Tahaenui Bridge widening

SH2 Passing opportunities **PGF NLTF**

SH5 Hawke's Bay roundabout to SH2

Prebensen/Hyderabad improvements (including cycleway)

Weigh Right station

SH51 Ellison Street to Farndan Road safety improvements

Hawke's Bay Expressway

SH51 Waipatu to Whakatu safety improvements

Pakipaki to Longlands safety improvements

SH2 Pakipaki to Waipukurau

SH2 College Road to Silverstream **NZUP**

Waipukurau to Waipawa cyclepath

KEY

- Safety project
- Walking and cycling project
- Access project
- Resilience project
- Freight efficiency
- Port
- Key routes

Projects specifically funded by:

- PGF** Provincial Growth Fund
- NLTF** National Land Transport Fund
- NZUP** New Zealand Upgrade Programme

Other activities

Other Crown investment in the region:

- SH2 Napier to Gisborne passing opportunities and widening of Tahaenui Bridge – the last single bridge between Napier and Gisborne to be two-laned.
- SH2 College Road to Silverstream is being realigned and a passing lane built.
- Waikare Gorge major realignment to address resilience issues.
- Improvements to SH38 through to Lake Waikaremoana to improve safety for tourists.

Maintenance

A large proportion of the region's NLTP funding in 2021–24 will be used to maintain the state highway and local road network to ensure safe, reliable journeys through the region.

Investment highlights for 2021–24

- \$45.5m to make 132kms of state highways safer through infrastructure improvements and speed management.
- This includes making improvements to 38kms of SH2 from Pakipaki and Waipukurau with an investment of \$1.9m, the start on work to 12.4kms of SH51 from Napier to Hastings with an investment of \$14.3m, and \$29.4m investment on design and the start of construction on improvements to 82kms of SH5 from the Hawke's Bay roundabout to SH2.
- SH5 Napier to Taupō safety improvements include median widening and barriers from Esk Valley through to the Hawke's Bay boundary with Bay of Plenty (Rangitaiki).
- Safety improvements will also be completed on SH51 from Ellison Street to Farndon Road, just north of the Clive township, and between Waipatu and Whakatu, north of Hastings.
- Design work is underway for an upgrade of the SH2 Prebensen/Hyderabad intersection including road reconfiguration and cycle path connection, which will be completed this year.

Summary of achievements from 2018–21

- The Hawke's Bay Expressway underwent significant safety improvements including road widening, side and median barriers, and new passing opportunities. Traffic calming measures were also introduced in the Pakipaki township.
- Links Road roundabout was constructed, including long deceleration and acceleration lanes for slow vehicles.
- Watchman Road roundabout was constructed, creating a safe intersection from what had been one of New Zealand's most dangerous intersections. It also included a new access road to the airport.
- An unsafe passing lane was removed north of Clive on SH51 and the space was repurposed to create a cycleway and safer accessways.
- Safety improvements were completed on SH2 from Wairoa to Bay View, including 7.7kms of new roadside barrier, 78kms of rumble strips and new line markings.



**\$447
million**

Forecast total investment

 **\$166
million**

Forecast maintenance and operations

 **\$13
million**

Forecast public transport investment

 **\$18
million**

Forecast walking and cycling

**PGF \$11
million**

Forecast Provincial Growth Fund

 **\$94
million**

Forecast Road to Zero

Taranaki

A well-maintained land transport system is critical to support Taranaki's residential and economic growth. It needs to be safe, with heavy vehicles travelling more than 75 million kms on the region's roads each year, resilient with Taranaki having the second highest average GDP per capita, and reliable to get goods to market.

Taranaki relies on its road and rail connections to the rest of the North Island, with the economy based on dairy farming, oil and gas industries and tourism.

About \$166 million will be spent on road maintenance and renewals during this NLTP period. This will be focused on addressing drainage maintenance and the resealing of roads, as well as maintaining unsealed roads to support local logging operations.

Other investment in the 2021-24 NLTP will continue on Te Ara o Te Ata | Mt Messenger Bypass and safety improvements along SH3 between Waitara and Bell Block, and New Plymouth and Hāwera.

Work will continue during the 2021-24 NLTP to provide viable travel options, with the region relying heavily on private vehicle use. In the coming years, the region needs to plan to develop new walking and cycling facilities and encourage greater use of these and public transport to help the transition to a low emissions economy.

Improving safety

Safety remains a key priority for the region. During the next three years, we will invest \$94 million to make 78kms of state highway safer, with improvements like median and side barriers, intersection improvements and speed management. This will help reduce annual deaths and serious injuries in the region by nine.

We will continue to work on safety improvements on SH3 north of New Plymouth, between Waitara and Bell Block, installing roundabouts at high-risk intersections and median barriers. This work will focus on 6.5kms from the SH3/SH3A intersection to Waitara and cost about \$28 million.

On the southern approach to New Plymouth, we are making a number of safety improvements along 9.7kms of SH3 between New Plymouth and Egmont Village. This work will cost about \$21 million and includes a roundabout at the Mangorei Road/SH3 intersection, as well as median barriers and rural intersection advisory warning signs at Junction Road.

From SH3/SH3A from New Plymouth to Hāwera, \$33.4 million is being invested along 57.4kms of the corridor to improve safety.

The package of improvements for SH43, includes sealing 12kms of road through Tangarākau Gorge and installing new stopping areas to make the route safer for tourists.

Speed management will also play a role in improving safety in the region, with a number of speed reviews planned during the 2021-24 NLTP on key routes throughout the region.

Better travel options

We are committed to working with our partners to support initiatives that encourage walking and cycling, and better public transport options. Taranaki residents rely heavily on private vehicle travel, making it important to invest in safe travel choices and support the region to transition to a low emission economy.

In the next three years, we're planning to support communities to reduce their reliance on private vehicle travel by delivering projects that improve safety and accessibility for cyclists and walkers.

In New Plymouth, we'll invest \$300,000 to extend the cycleway and create a safe crossing point on SH45 in Spotswood, particularly for students accessing the local school, and \$9 million on the New Plymouth Coastal Path, providing 13.2kms of shared path from Port Taranaki to the eastern side of Bell Block Beach.

Improving freight connections

Reliable freight routes are the life blood of Taranaki. The region relies on SH3 to get goods north to Waikato and road and rail connections south through the Manawatū to the rest of the country and international markets.

Construction will get underway on Te Ara o Te Ata, which will deliver economic and environmental benefits, improve resilience and safety through to the Central Plateau. Te Ara o Te Ata will also bring major benefits for local workers and businesses.

Taranaki

key projects 2021-24



Over the four-year construction period, we estimate the project will generate 74 additional jobs, more than \$4 million in additional salaries each year and around \$25 million a year in spending with Taranaki businesses for the supply of goods and services. The maintenance programme across the network will strengthen links into and out of the region. A range of safety improvement projects on the state highway network will reduce the number of people killed and seriously injured.

Under the Rail Network Investment Programme, resilience works will be carried out on the Marton–New Plymouth Line to ensure more reliable freight connections. Seven kilometres of track will be re-sleepered and track and civil infrastructure works carried out to reduce derailment risks, improve drainage, stabilise slopes and contribute to river and fish protection.

Investment highlights for 2021–24

- Construction will start on Te Ara o Te Ata creating a safer, more resilient connection to the upper North Island for freight, visitors and the public.
- Construction of roundabouts between SH3 Waitara to Bell Block, helping to prevent further deaths and serious injuries and providing easier access onto and off the highway for locals.
- Completion of a number of improvement projects on SH43 Forgotten World Highway funded through the Provincial Growth Fund and NZ Upgrade Programme. This work will improve freight connections, improve safety and resilience and increase tourism to the area.
- Providing safer access for cyclists and pedestrians, encouraging walking and cycling to support the region's move to reduce carbon emissions.

Summary of achievements from 2018–21

- Completed the construction of the Awakino Tunnel Bypass.
- Completed safety and resilience works on SH3 including the Ladies Mile passing lane.
- Completed a new half roundabout and signalised crossing on SH45 Moturoa in New Plymouth.
- Initial safety improvements completed on SH3 between Waitara and Bell Block included the removal of passing lane and the installation of wide centrelines. A new 80km/h speed limit was also implemented.



**\$1.3
billion**

Forecast total investment

 **\$335
million**

Forecast maintenance and operations

 **\$44
million**

Forecast public transport investment

 **\$36
million**

Forecast walking and cycling

**NZUP \$290
million**

Forecast NZ Upgrade Programme

 **\$81
million**

Forecast Road to Zero

Manawatū/Whanganui

Investment in the Manawatū/Whanganui region during the 2021-24 NLTP will strengthen the region's position as an important freight hub connecting the central North Island while also supporting the local economy, regional development and urban growth.

The Manawatū/Whanganui region is a major distribution centre for goods, relying on having access to good transport connections to domestic markets, and airports and ports, including the nearby Napier Port (the largest export port in the lower North Island).

During this NLTP, we'll progress work on the new state highway between Ashhurst and Woodville - Te Ahu a Turanga: Manawatū Tararua Highway Project. When completed, the new highway will strengthen connections for the region by providing people and products with a reliable route through to the Hawke's Bay.

We'll also be improving resilience, helping make the system safer and more accessible through a range of safety improvements, while also supporting urban and regional growth and planning for the future.

To further manage the impacts of climate change, we'll continue to work with our partners to get more people out of their cars and using public transport, and walking and cycling.

Improving safety

About \$81 million will be invested in the region during the next three years to make state highways safer through infrastructure improvements and speed management to reduce annual deaths and serious injuries on the region's roads by 11.

This includes safety improvements on the state highways around Levin, with planning underway for improvements to SH57, SH1 south to Ōtaki and SH1 north to the Manawatū River.

Safety improvements will be made to 37kms of SH1 to the north and south of Ōtaki, saving around six deaths and serious injuries annually.

Work is also taking place on a range of safety improvements around Bulls on SH3 and SH1, as well as undertaking a speed review on this busy corridor. Speed reviews are also planned or underway from Palmerston North to Ashhurst.

Better travel options

Population growth in Palmerston North, Feilding and Levin has increased travel demand on the region's networks and provides opportunities to move people around safely and easily in alternative modes of transport.

During this NLTP period, investment will focus on increasing access to and use of public transport, including extending commuter rail services from Levin to Wellington, providing people with a lower emission option for travelling to and from Wellington.

Public transport improvements including the Capital Connection rail upgrades will increase usage by providing more affordable transport options for those travelling to and from Palmerston North. Planning and consent work for Palmerston North's regional freight hub will also begin during this NLTP, which when complete will further reduce the pressure on the city's roads, reduce congestion and improve safety for those travelling by foot and bike.

New walking and cycling infrastructure will continue to be delivered across the region, adding to the growing number of shared paths and cycleways already completed. Te Tuaiwi (the Spine), a three-metre-wide shared pathway in Whanganui is completed and links up to several other shared pathways, encouraging active travel to and from the river, the town centre and the suburbs.

We'll invest \$10 million for a clip-on for the SH3 Ashhurst Bridge. This will improve pedestrian and cycling safety and access into Te Ahu a Turanga, connecting to cycling lanes and the local network at either end.

Climate change

Climate change will continue to challenge the resilience of highways throughout the region such as SH4 through the central North Island. Closed by a 15-hectare slip in October 2019, the highway has been reinstated and work completed at a number of sites to strengthen resilience of the highway between Raetihi and Whanganui. Work continues during this NLTP at three locations.

Weather events, such as flooding and slips, are behind a number of risk areas in the region. The Manawatū Gorge has been closed by a landslide and during this NLTP we'll be investigating future access opportunities along this route. Further investigation on the impact of climate change will also be completed on the flood-prone areas of SH3 at Whangaehu and on SH2 at Mangatainoka during the three-year period.

The NZ Upgrade Programme-funded SH1 Ōtaki to north of Levin project will also strengthen route resilience for the region by reducing the risk of closures during weather events to this key national economic and social lifeline.








Improving freight connections

The \$661 million Te Ahu a Turanga: Manawatū Tararua highway project to connect the region with the Hawke's Bay and northern Wairarapa will boost regional economic growth, while helping provide a safer, more resilient route. Construction of the new highway is underway and expected to be completed in 2024.

Manawatū/Whanganui

key projects 2021-24

KEY

-  Safety project
-  Public transport project
-  Access project
-  Resilience project
-  Freight efficiency
-  Rail project
-  Key routes

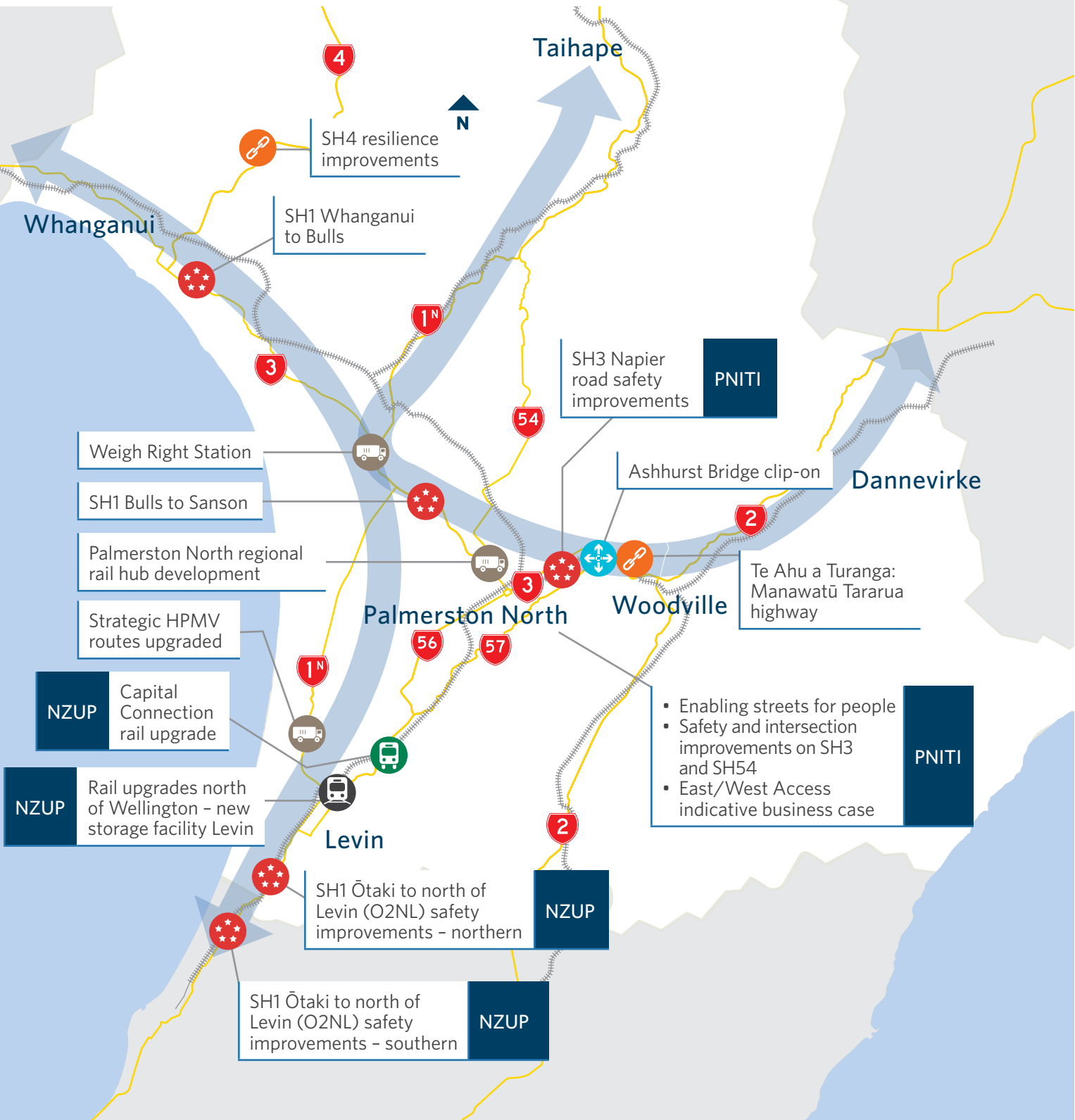
Projects specifically funded by:

PNITI

Palmerston North Integrated Transport Initiative

NZUP

New Zealand Upgrade Programme



SH4 resilience improvements

SH1 Whanganui to Bulls

Taihape

Whanganui

Weigh Right Station

SH1 Bulls to Sanson

SH3 Napier road safety improvements

PNITI

Ashhurst Bridge clip-on

Dannevirke

Palmerston North regional rail hub development

Strategic HPMV routes upgraded

Te Ahu a Turanga: Manawatū Tararua highway

Palmerston North

Woodville

NZUP Capital Connection rail upgrade

- Enabling streets for people
- Safety and intersection improvements on SH3 and SH54
- East/West Access indicative business case

PNITI

NZUP Rail upgrades north of Wellington - new storage facility Levin

Levin

SH1 Ōtaki to north of Levin (O2NL) safety improvements - northern

NZUP

SH1 Ōtaki to north of Levin (O2NL) safety improvements - southern

NZUP

The new four-lane Ōtaki to north of Levin corridor will also support reliable freight connections from the region, south to Wellington and to the Cook Strait ferries.

During this NLTP we are investing \$3.3 million to maintain access and resilience along the alternative routes – Saddle Road and Pahiatua Track – between Palmerston North and Woodville, while the new highway is being built.

The Palmerston North Integrated Transport Improvements (PNITI) business case has been completed, setting out a 30-year programme of staged improvements to deliver safer access across the network for freight. This NLTP will see safety improvements on state highways and the initial stages of the Palmerston North Eastern Access for freight and the East/West Access ring road.

Work will be carried out this NLTP period on the Main North Island Truck Line providing both passenger and freight connections through the region. To improve resilience, Bridge 114 will be replaced, 36kms of track will be re-sleepered and 17kms of track re-railed, along with other track and civil infrastructure works to reduce derailment risks, improve drainage, stabilise slopes and improve river protection.

Safety enhancements will be achieved under this 2021–24 RNIP, with the upgrading of the two levels crossings at Clevely Line, Bunnythorpe, and Reserve Road, Longburn. In addition, supporting both safety and network efficiency, signals will be replaced at Tokomaru, Shannon, Ohau and Manakau.

Investment highlights for 2021–24

- More than \$817m is being invested in a new four-lane highway from Ōtaki to north of Levin, supporting growth in Levin and providing a safer and more resilient route. The project is funded through the NZ Upgrade Programme, and includes a separated shared path alongside the length of the new highway.
- \$661m to design and construct Te Ahu Turanga: Manawatū Tararua Highway project that will reconnect the Manawatū with Hawke's Bay and Gisborne.
- \$2.7m for Roberts Line intersection improvements in Palmerston North.
- \$1.2m for an ongoing package of improvements for Palmerston North bus services.
- Almost \$3m for Gladstone Road resilience work, including 1.2km of road realignment and replacing five retaining walls.

Summary of achievements from 2018–21

- Completion of the SH1 Whirokino Trestle and Manawatū River Bridge project between Levin and Foxton has improved safety, resilience and reliability of this key freight route.
- Work is underway on the new Te Ahu a Turanga: Manawatū Tararua Highway project that will connect Manawatū, the Tararua district, Hawke's Bay and northern Wairarapa, providing a safer, more resilient route.
- The He Ara Kotahi pathway opened in Palmerston North, connecting Palmerston North City, Massey University and Linton.
- Completion of the Te Tuawai (The Spine) cycleway has provided a safe route across the Whanganui City Bridge.
- The new Upokongaro to City Cycleway has also opened. It forms part of the Mountains to Sea cycleway, from Ōhakune through National Park to Whanganui.
- Completion of a range of safety improvements across the region, including on SH57, from SH1 to Shannon; on SH4 Taumarunui to National Park; SH2 Ngawapurua to Manawatū-Whanganui boundary; SH4 Tōhunga Junction to Whanganui; SH3 Whangaehu to Bulls; and SH1 Bulls to Foxton. The work involved the installation of side barriers, road marking, shoulder widening and rumble strips at high-risk locations.



**\$3.1
billion**

Forecast total investment

 **\$490
million**

Forecast maintenance and operations

 **\$1.2
billion**

Forecast public transport investment

 **\$261
million**

Forecast walking and cycling

**NZUP \$221
million**

Forecast NZ Upgrade Programme

 **\$102
million**

Forecast Road to Zero

Te Whanganui-a-Tara Wellington

Our investment in Wellington during the 2021-24 NLTP is focused on getting more people using sustainable travel options to move around the region and improving the safety, reliability and resilience of the transport network.

Wellington already has the highest proportion of people who use public transport in the country with 30% of journeys made by public transport and walking or cycling. Regardless, Wellington is the fourth highest contributor to transport carbon emissions, so we need to enable a significant shift to the way people move about the region to reduce transport related carbon emissions.

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

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

During the next three years, we'll look to strengthen the resilience of the two main corridors, SH1 and SH2 to help protect this constrained access.

Wellington is also a vital gateway for freight and travel between the North and South Islands so we will also be working with our partners to improve the resilience of this inter-island connection.

Growth has placed pressure on housing and rental affordability, resulting in more people relocating to regional towns in the Wairarapa and Horowhenua. As this growth continues, more people and increased economic activity will place even greater demand on the transport network. The rail network and part of the bus network are already nearing capacity during peak times, while congestion is resulting in poor journey time reliability.

Better travel options

Our investment during the next three years will support an integrated and well-designed land transport system to get people using different ways to move around for many of their journeys. This investment will help to reduce regional transport emissions and increase the number of people using alternative travel options to private vehicle.

In the next 10 years, we propose to spend \$2.5 billion on public transport with our partners. This investment will improve the bus network and upgrade the rail network, introduce a new service to Wellington Airport, build improved park and ride facilities and integrate ticketing across the networks.

While initial investment in the rail network is through the government's NZ Upgrade Programme, ongoing investment will improve the capacity, reliability and resilience of regional and inter-regional rail journeys.

New walking and cycling infrastructure will also continue to be delivered across the region, including two sections of Te Ara Tupua, the long-awaited link between Wellington and the Hutt Valley - Ngā Ūranga to Pito-one and Pito-one to Melling.

Other key walking and cycling projects in the region are the local government-led Tahitai (connecting Wellington CBD to the eastern suburbs), Northern Connection, Porirua to Titahi Bay, Eastern Bays and Riverlink projects. These will all make cycling and walking throughout the region safer. Within the Hutt Valley, work continues on the Urban Cycleways Programme with construction underway on the Beltway cycleway and further government funding for the Eastern Bays shared path that will link into the Remutaka Cycle Trail, the Great Harbour Way (Te Aranau o Pōneke) and Te Ara Tupua. A further \$26 million will be spent on Wellington City Council's cycleways to complete projects underway and business case development and pre-implementation to deliver the next phases.

In Porirua, \$4 million will be invested in the first phases of providing shared paths that will better connect Kenepuru residential and business areas with Porirua's city centre.

Te Whanganui-a-Tara Wellington

key projects 2021-24



With further population increases, our focus is on:

- shifting people to safe and sustainable transport options, including improved walking and cycling access, investment in mass transit, improving ferry access and access to the port
- supporting improved rail capacity and resilience to enable more people to access social and economic opportunities and support economic prosperity
- improving railway station access and support development of housing and businesses around public transport hubs, including opportunities identified through the Wellington Regional Growth Framework
- working with Wellington councils to manage carparking in the city centre, city fringe area and other key centres to increase public transport patronage, and walking and cycling for trips to these locations
- identifying opportunities for smaller projects, including getting the most from the current network and trialling innovative solutions that can improve transport system outcomes, while more significant projects are planned and built.

Improving safety

Throughout the Wellington region, \$102 million will be spent during the next three years to reduce annual deaths and serious injuries across the region by six.

The SH58 and SH2 Melling transport improvements will help improve safety on existing roads, especially at high-risk intersections and on high-risk urban and rural roads, while major projects, including Transmission Gully and Peka Peka to Ōtaki (PP2Ō), will improve safety through new infrastructure.

More than \$28.4 million is being invested to improve the safety of 22.5kms of SH2 through the Remutaka Hill corridor, \$15.6 million on 3.7kms of SH2 along the Hutt Valley corridor, and a further \$22.6 million along 8.7kms of SH2 from Masterton to Carterton on both new infrastructure and speed reviews.

Further safety improvements through speed reviews and investigations into new infrastructure are being made on SH1 from Ōtaki to Levin and SH57 between Levin and Shannon. Further work is underway to ensure the old SH1 through Kāpiti Coast is safe and fit-for-purpose as a local road once PP2Ō is complete.

Summary of achievements from 2018-21

- Completion of the \$7m northern and central sections of Lower Hutt's Beltway cycleway, from Waterloo Station to the Hutt River, at Taita; and the \$14.8m Te Hikoī Arawera separated pathway between Lower Hutt and Wainuiomata, in partnership with Hutt City Council.
- Work was completed on the \$6.8m Hutt Road cycling improvements, including Kaiwharawhara Bridge and the Cobham Drive section of the Tahitai pathway; and work is now underway on the \$10m Oriental Parade to Evans Bay section of the Tahitai bike path. These projects are being delivered in partnership with Wellington City Council.
- Completed a significant programme of maintenance work on SH2 through the Wairarapa, including on the Remutaka Hill to improve safety.
- Good progress was made on the \$1.25 billion Transmission Gully motorway which is expected to open to traffic late 2021, and the \$405 million Peka Peka to Ōtaki (PP2Ō) section of the Kāpiti Expressway which is expected to open to traffic in late 2022.

Improving freight connections

Major roading infrastructure projects such as the Transmission Gully motorway, Peka Peka to Ōtaki Expressway and safety improvements to SH58 will provide more resilient, reliable routes in and out of Wellington.

We'll continue to investigate other resilient links that will support integrated urban development and housing and more reliable journeys through the development of the west-east access business case that will build on work undertaken on Petone to Grenada as well as exploring other mechanisms to improve west-east access and support urban development.

Ongoing work and investment into new ferries and a multi-user ferry precinct will improve access for freight and passengers and ensure a more efficient operation for freight delivery on either side of Cook Strait.

Under the Rail Network Investment Programme, resilience and safety for passenger and freight services will be improved through the replacement of two bridges north of Waikanae on the Main North Island Trunk line.

Across the region on the metro and regional lines and rail yards, 22kms of track will be re-sleepered and 24km of track re-railed, along with other track and civil infrastructure works to reduce derailment risks and improve formation and drainage.

Let's Get Wellington Moving

This is a joint initiative to deliver a transport system capable of moving more people, goods and services using fewer vehicles. The \$6.4 billion programme has a focus on mass rapid transit and reallocating road space to support better public transport services, and new walking and cycling initiatives.

From Ngāūranga Gorge to Wellington Airport, Let's Get Wellington Moving (LGWM) will focus on Wellington's urban motorway and connections to the central city, better access to Wellington Hospital and to the city's eastern and southern suburbs.

During this NLTP period, the programme will continue its focus on the short-term 'early delivery' activities that include:

- Central city pedestrian safety improvements to make it safer, quicker and easier for pedestrians to cross.
- Cobham Drive crossing and speed review to improve safety for pedestrians and cyclists to cross and connect with the Evans Bay cycleway.
- Golden Mile improvements making bus travel through the central city faster and more reliable, and improving safety for pedestrians along this corridor.
- Thorndon Quay and Hutt Road improvements that make this corridor safer and more attractive for bus users, pedestrians and cyclists.
- Travel behaviour change incentives and education initiatives to encourage people to travel outside of peak hours, reduce travel by single-occupancy private vehicles, and reduce the need to travel.

LGWM will also advance the City Streets package that includes public transport, walking, cycling, safety and amenity improvements to improve travel choices across the central city and multimodal connections to suburban centres.

The business cases for major projects such as mass rapid transit and strategic highway improvements will continue to be progressed, including community engagement.

Almost \$94 million will be invested in developing the detailed business case through to implementation for mass rapid transit that will connect the railway station with the hospital, Newtown, Miramar and the Wellington Airport. Mass rapid transit will improve travel choice and help shape a compact, sustainable city.

A further \$81 million will be provided for the detailed business case through to implementation phases for proposed investments in State Highway 1, including improvements to the Basin Reserve, and the construction of a second tunnel through Mt Victoria. Both projects will provide improvements for all transport modes, including pedestrians, cyclists and public transport.

Investment highlights for 2021-24

- \$28.4 million is being invested to improve the safety of 22.5kms of SH2 through the Remutaka Hill corridor, \$15.6 million on 3.7kms of SH2 along the Hutt Valley corridor, and a further \$22.6 million along 8.7kms of SH2 from Masterton to Carterton on both new infrastructure and speed reviews.
- LGWM:
 - › Central city pedestrian safety improvements to make it safer, quicker and easier for pedestrians to cross.
 - › Cobham Drive crossing and speed review to improve safety for pedestrians and cyclists to cross and connect with the Evans Bay cycleway.
 - › Golden Mile improvements making bus travel through the central city faster and more reliable, and improving safety for pedestrians along this corridor.
 - › Thorndon Quay and Hutt Road improvements that make this corridor safer and more attractive for bus users, pedestrians and cyclists.
 - › Detailed business case through to implementation for the development of mass rapid transit and State Highway 1 improvements, including to the Basin Reserve, and construction of a second tunnel through Mt Victoria.
- \$3.8m is being invested in travel demand management at Wellington Hospital for a public transport pilot initiative to help safer and more efficient travel to the hospital.
- \$43 million to investigate and implement access improvements and support better travel options in the Hutt Valley and Porirua's eastern regeneration and Kenepuru areas.



Let's Get Wellington Moving

Let's Get Wellington Moving (LGWM) is an ambitious \$6.4 billion programme to transform Wellington's transport system to support projected growth, reduce congestion and make it safer and easier to get around.

The last few years have been spent engaging with Wellingtonians and key stakeholders on a range of options for Wellington's transport future and starting to plan projects that will be delivered by June 2024.

This includes a project to re-develop Lambton Quay and Willis Street between Parliament and Courtenay Place – the area known as Wellington's Golden Mile. This involves removing cars and trucks and widening footpaths to create a more attractive, accessible space to walk, shop and dine in the city. Bus stop improvements and dedicated bus lanes will make bus services more reliable.

Over the next three years Wellington City Council, Greater Wellington Regional Council and Waka Kotahi will invest \$2.9 billion on this and other transport improvements in the capital, including:

- improvements aimed at reducing congestion and increasing safety along Thorndon Quay and Hutt Road
- completing walking and cycling links into the central city and connecting the central city with Te Ara Tupua, the walking and cycling path planned between Wellington and Lower Hutt
- making it safer for people who walk through the busiest places in the central city, for example, by improving traffic signals or installing raised, widened or new crossings
- making speeds safer along State Highway 1 from Mount Victoria to Wellington Airport
- enhancing the street environment and improving access to Kaiwharawhara ferry terminal
- improvements aimed at encouraging more people to use buses.

Longer-term, LGWM will investigate options to connect the central city and southern suburbs using rapid transit, options for improving access around the Basin Reserve and installing a second tunnel in Mount Victoria.





\$289
million

Forecast total investment

 **\$212**
million

Forecast maintenance and operations

 **\$13**
million

Forecast public transport investment

 **\$10**
million

Forecast walking and cycling

 **\$22**
million

Forecast Road to Zero

Top of the South

Nelson, Tasman and Marlborough

The regions of Nelson, Tasman and Marlborough make up the Top of the South. The Top of the South economy depends on a reliable and efficient land transport system for its primary industries to get goods to market.

Population and economic growth are driving the need for a land transport system across the Top of the South that is safe, more resilient and offers travel choice.

While it's critical the region is supported by good freight routes to ensure economic prosperity, in the region's urban areas greater numbers of people need to be using public transport and walking or cycling. A shift in the way people move about will help reduce the impact the transport sector has on the environment.

In Nelson and Richmond, integrated urban and transport planning in partnership with local councils, and better transport choices are a focus for this NLTP period. Improvements are planned for walking and cycling facilities and to the public transport network to boost patronage.

Work is underway by both the Nelson and Tasman councils to review the Future Development Strategy. Part of that review will consider how land use planning is supported by an integrated land transport system, offering choice in the way people move around. In Nelson, this is supported by the Nelson Future Access project, in which the programme business case has identified how to improve walking and cycling facilities and public transport services on local roads, and state highways from Annesbrook in the south to the port in the north.

In Tasman, the integrated regional approach is supported by the Richmond Transport Programme business case and network operating framework.

Improving safety

Outside the main urban areas, the focus for the Top of the South is on safety.

Throughout Top of the South during the next three years, \$22 million will be spent on improving safety across one corridor to reduce deaths and serious injuries. This will include the installation of median barriers on SH6 from Blenheim to Nelson.

Under the government's COVID-19 Response and Recovery Fund, \$6.8 million is being invested in safety upgrades to Motueka's High Street (SH60). This will include the construction of a roundabout, installation of traffic signals and a new pedestrian crossing.

Better travel options

Completing the Richmond Transport Programme business case and the detailed business case for Nelson Future Access project are critical to make decisions on the form and timing of walking and cycling improvements in these two urban areas. These complementary business cases are key to ensuring a long-term integrated approach to all travel modes and through both urban areas.

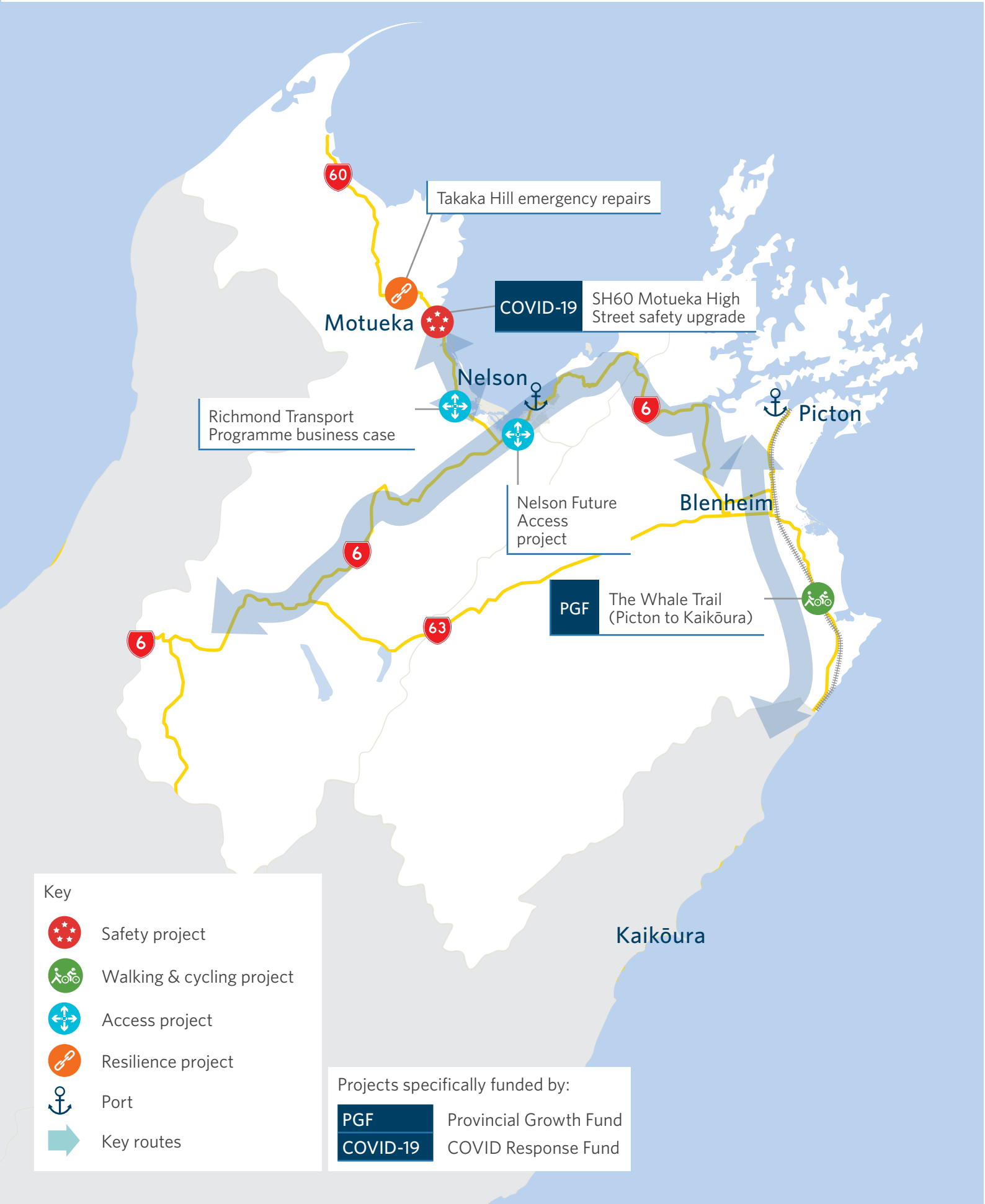
The Nelson Future Access project considers the key connections through the Nelson urban area, how to ensure that these are safe, and enable more people to walk and cycle to access school, work and recreational opportunities.

Richmond and the wider Tasman region is experiencing significant business and residential growth resulting in increasing traffic volumes. The Richmond Transport Programme business case is looking to address this by identifying ways to make Richmond a safer and more reliable place to travel around. It has a focus on providing options, so people are less reliant on using private vehicles, particularly for short trips in and around Richmond. This focus will help to lower transport emissions in the region. The business case is also looking at how to support a vibrant town centre while ensuring the transport system can support better connections to neighbouring towns and Nelson city.

In Marlborough, the 2021-24 NLTP will continue to support the delivery of the Whale Trail, a 160km off-road cycle trail connecting Picton and Kaikōura.

Top of the South

Nelson, Tasman and Marlborough key projects 2021-24



Takaka Hill emergency repairs

Motueka

COVID-19 SH60 Motueka High Street safety upgrade

Nelson

Richmond Transport Programme business case

Picton

Nelson Future Access project

Blenheim

PGF The Whale Trail (Picton to Kaikōura)

Kaikōura

Key

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

Projects specifically funded by:

- PGF** Provincial Growth Fund
- COVID-19** COVID Response Fund

Improving freight connections

The Nelson Future Access project will recommend long-term solutions to provide greater resilience on SH6 Rocks Road, a regionally significant freight link. While no work is expected to be undertaken this NLTP, the detailed business case will identify a clear plan for the future of the transport system.

SH6 and SH60 provide critical links to Port Nelson and Nelson Airport from both Nelson and Tasman. We continue to work with both regions on low cost low risk safety and freight efficiency improvements.

Inter-island road and rail links down the east coast of the South Island, between Picton and Christchurch, are critical for the movement of freight. KiwiRail is progressing plans to replace its three ferries with two larger ferries from 2024. This will place additional pressure on the regional transport system. We're working with KiwiRail, Port Marlborough and the Marlborough District Council to support the Waitohi Picton Transport Network planning and Waitohi Picton Ferry Precinct Redevelopment project to ensure the transport network is able to accommodate the increased traffic volumes. This includes improvements to SH1. We're also working with the Marlborough District Council to develop a Blenheim Integrated Transport Strategy to provide a long-term view of Blenheim's transport system.

Under the Rail Network Investment Programme, resilience works will be carried out on the Main North Line. Bridge 189, south of Picton, will be replaced. In addition, the last remaining overhead power cables for signals on the Main North Line, between Picton and Spring Creek will be removed, which will reduce the line's vulnerability to weather events. About 3kms of track will be re-sleepered and 1km of track re-railed, along with other track and civil infrastructure works to improve formation and drainage.

Investment highlights for 2021-24

- Completion of the Richmond Transport Programme business case, in response to the traffic growth through and around Richmond.
- Completion of the detailed business case for the Nelson Future Access project.
- Work on SH60 Tākaka Hill to repair damage from Cyclone Gita on SH60 Tākaka Hill, between Riwaka and Tākaka.
- Safety improvements and speed review on SH1 inland alternative route, Maruia to Renwick.
- Speed review on SH1 Blenheim to Seddon.
- Continued progress on the Whale Trail, a 160km off-road cycle trail connecting Picton and Kaikōura. This is funded through the Provincial Growth Fund.

Summary of achievements from 2018–21

Nelson

- Engagement completed for Nelson Future Access project detailed business case.
- Speed review for State Highway 6 from Blenheim to Nelson completed and safer speed limits implemented
- The replacement Saltwater Creek bridge was built and opened, in conjunction with Nelson City Council.
- Work was completed on the Tahunanui shared pathway.

Tasman

- Completed construction of the shared pathway for walking and cycling between Tākaka and Paines Ford to improve safety along SH60.
- Emergency repair works continued on SH60 Tākaka Hill, following damage caused by Cyclone Gita. Construction is well advanced across all five sites and on schedule for the highway to re-open to two lanes by the end of 2021.

Marlborough

- Completed construction of a new bridge on SH1 over the Ōpaoa River, providing safer access for cyclists and pedestrians.
- Completed construction of a new roundabout at the intersection of SH6 and SH62 to improve safety
- Work was nearing completion on the new cycle lanes along Middle Renwick Road (SH6), from Murphys Road/Battys Road through to Westwood Business Park, Blenheim – a joint project with Marlborough District Council.
- Work was underway to plan for better Picton Port Access and redevelopment, in conjunction with KiwiRail, Marlborough District Council and Ports of Marlborough.

Safer speeds, safer people

In 2019, community members from Golden Bay contacted Waka Kotahi, worried about locals' and visitors' safety on a stretch of State Highway 60 (SH60) between Paines Ford and Tākaka. The area had a 100km/h speed limit.

Some community members thought the summer season speed limit of 80km/h should be in place all year round.

After engagement and consultation with the community and stakeholders, in May 2021 a permanent new speed limit of 80km/h was put in place from Paines Ford to Tākaka.

Tākaka community member Linda O'Connor, who coordinated the local campaign for a safer SH60, said the community has seen a change since the new speed limit came into effect.

'Many people have commented how great it is to have the speed limit at 80km/h rather than 100km/h. The change was felt immediately; driving, walking, crossing the road felt safer, calmer, less stressful.'

Speed can be the factor that determines whether you're killed, seriously injured or walk away unharmed in a crash. The community wanted the highway to be safer for everyone, including those walking or cycling.

'It was particularly difficult for pedestrians crossing the highway to get to the popular Paines Ford recreation area' says Linda. 'It simply makes sense to slow down when coming into a built-up area.'

In 2021, a walking and cycling path was also built alongside the highway between Paines Ford and Tākaka. Together with the safer speed limit, this section of SH60 is now safer for everyone.

This was just one of 34 speed reviews held across New Zealand as part of the 2018–21 National Land Transport Programme, resulting in speeds being made safer on 587.2kms of state highways.

Over the next three years, we'll invest \$45 million to improve safety and provide people with healthier, more environmentally friendly travel options in the top of the South Island.





\$178
million

Forecast total investment

 **\$142**
million

Forecast maintenance and operations

 **\$567,000**

Forecast public transport investment

 **\$2**
million

Forecast walking and cycling

 **\$18**
million

Forecast Road to Zero

Te Tai-o-Poutini West Coast

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

Tourism was the region's fastest growing economic sector. However, global travel restrictions as a result of the COVID-19 pandemic have greatly affected the local economy.

While the region serves the domestic travel market and awaits the return of international visitors, it is reliant on having good access to employment, education, training opportunities and essential services.

We're continuing to work with local government and our industry partners to identify regional recovery opportunities where transport-related investment will provide economic benefits.

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

The West Coast's dispersed settlement, relative isolation to neighbouring regions, vulnerability to adverse weather events, and mountainous coastal terrain present significant challenges in maintaining access along the length of State Highway 6 (SH6) which forms a critical lifeline link between the region's communities. The highway is prone to closures from slips, rock falls, flooding and crashes.

Maintaining critical connections

A large proportion of our \$142 million investment on the West Coast over this NLTP period, will be spent on maintaining and operating the state highway and local road networks. This includes maintaining road condition, drainage and structures, and specific river and slope protection works.

It is planned to resurface 300 lane kilometres of local roads, put 80,000 cubic metres of metal on unsealed roads and renew 7,500 metres of drains.

Significant investment is also planned for the two special purpose roads (Karamea and Jackson Bay Road) which will include bridge and culvert renewals and resurfacing work.

In addition, 21kms of rail track will be re-sleepered, 15kms of track re-railed and other civil and track works carried out to improve the resilience and reliability of the West Coast's vital rail links.

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

During the 2018–21 NLTP, we replaced the single-lane wooden SH7 Ahaura Bridge and during this NLTP period we begin work to plan for the replacement of Stoney Creek Bridge.

We're also improving safety on West Coast bridges with an ongoing programme of investment to upgrade guardrails to prevent run-off crashes which are more likely to result in deaths and serious injuries. Major guardrail safety improvements on the Taipō River Bridge (SH73) between Jacksons and Kūmara, is one of the five single-lane bridges to benefit from the regional package of the NZ Upgrade Programme.

Through the 2021–24 Rail Network Investment Programme, five West Coast rail bridges, four of which are on the critical Midland Line connecting the West Coast to the rest of the rail network, will be replaced and two others will be strengthened.

North of Westport, work will start this NLTP on protection works at the Ngakawau River Bridge to protect the highway. This work will improve both the security and resilience of SH67, a critical lifeline route for the local community and freight services. This work is funded through the regional package of the NZ Upgrade Programme.

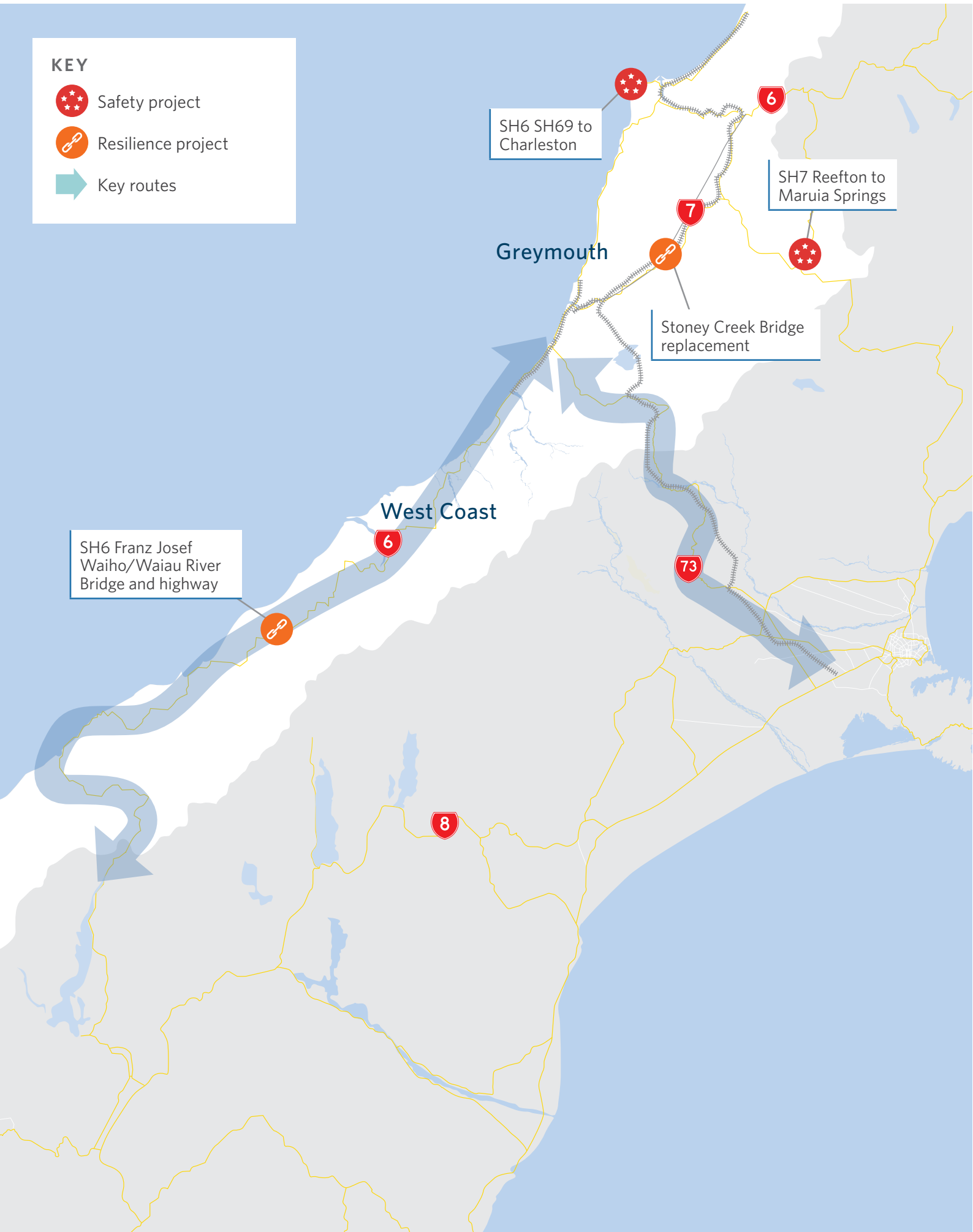
Each West Coast district benefits from significant investment in maintenance, operations and renewals right across the network.

Te Tai-o-Poutini West Coast

key projects 2021-24

KEY

-  Safety project
-  Resilience project
-  Key routes



Improving preparedness to extreme events

The West Coast roading network is particularly susceptible to climate change. The natural geographical constraints mean there are a lack of alternative routes and detours are often long.

We developed a Transport Resilience Framework to:

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

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

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

Maintain access

At Punakaiki, 4kms of new shared cycling and walking path along SH67, linking with the new Dolomite Point Experience Centre, recognises the importance of the visitor economy to the West Coast.

At Franz Josef, we're continuing to work with our partners to maintain access to the glacier and the town. A major flood in March 2019 caused significant damage to the glacier access road and flooding in the town. In the long-term there are ongoing risks and uncertainties relating to the future of the glacier, an increased flood risk with the Waiho/Waiiau River, the rising riverbed caused by sediment pattern changes and the town's close proximity to the Alpine Faultline. We're working to investigate the most sustainable way to provide access that aligns with the Franz Josef Future Plan.

Summary of achievements from 2018-21

- Reinstatement of the Waiho River Bailey Bridge and construction of the new two-lane Ahaura Bridge.
- Construction of the Croesus Trail, 10kms of which forms part of the 55km Great Walk Paparoa Track.
- Significant repairs following ex-Cyclone Fehi at Dolomite Point, 17 Mile Bluff, Bruce Bay and Gates of Haast.
- Roding, parking and path improvements at the iconic pancake rocks and blowholes at Punakaiki, delivered in partnership with the Department of Conservation and Buller District Council.
- Work to prevent slips and rock falls on SH6, SH7 and SH73.

Improving safety

On SH6, we plan to invest in the design, and start construction on a number of safety improvements, including new signage and road markings, wider centrelines and installing safety barriers at high-risk locations along 60kms of the corridor.

A winding and challenging section of SH7 from Reefton to Maruia Springs, including Blacks Point, has been prioritised for a speed review.

Investment highlights for 2021-24

- SH6/SH69 to Charleston will have safety improvements including roadside barriers at high-risk locations and a speed review.
- Planned to resurface 300 lane kilometres of local roads, put 80,000 cubic metres of metal on unsealed roads and renew 7,500 metres of drains.
- SH7 from Reefton to Maruia Springs, including Blacks Point, has been prioritised for a speed review.





**\$1.2
billion**

Forecast total investment

 **\$605
million**

Forecast maintenance and operations

 **\$246
million**

Forecast public transport investment

 **\$14
million**

Forecast walking and cycling

**NZUP \$141
million**

Forecast NZ Upgrade Programme

 **\$146
million**

Forecast Road to Zero

Waitaha Canterbury

Investment throughout Canterbury during the 2021–24 NLTP is focused on creating a safe, more resilient road and rail network, that supports the movement of people and goods.

As Canterbury produces around 57% of the South Island's GDP – the main contributors being construction and specialist manufacturing, primary production and food processing – there is a significant movement of freight through the region. Planning during the next three years will continue to support inter-regional freight connections and initiatives that ensure freight is moved using the safest and most efficient travel option.

We will continue to support our partners to engage in planning to improve the safety and resilience of the transport network. This includes the implementation of a safety programme, working to better manage the way the network supports all road users and reducing speeds in places with poor crash histories.

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

Greater Christchurch

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

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

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

The Greater Christchurch Spatial Plan will determine the preferred land use development option for Greater Christchurch over the next 30 years. This work includes ensuring the land transport system that is developed to support this growth is sustainable and provides easy access to a range of travel options, including connected public transport, walking and cycling.

Walking and cycling

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

Four of the major cycleways have been completed and another six are either partially completed or under construction. All of these are expected to be completed during this 2021-24 NLTP period when we will be investing a further \$5.3 million in the development of these cycleways to support travel choice across the region.







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

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

Waitaha Canterbury

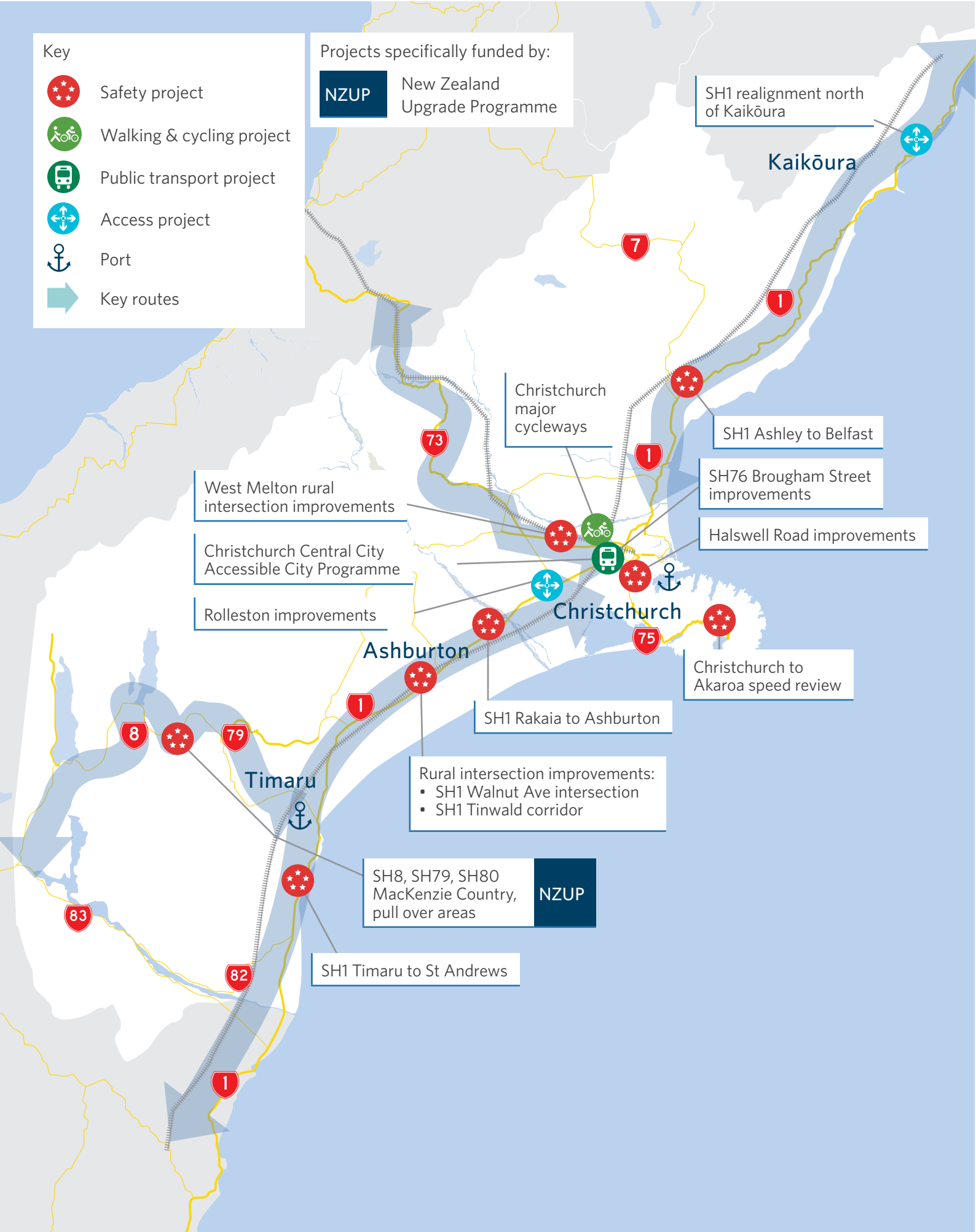
key projects 2021-24

Key

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

Projects specifically funded by:

NZUP New Zealand Upgrade Programme



SH1 realignment north of Kaikōura

Kaikōura

Christchurch major cycleways

SH1 Ashley to Belfast

SH76 Brougham Street improvements

Halswell Road improvements

West Melton rural intersection improvements

Christchurch Central City Accessible City Programme

Rolleston improvements

Christchurch

Christchurch to Akaroa speed review

Ashburton

SH1 Rakaia to Ashburton

Rural intersection improvements:

- SH1 Walnut Ave intersection
- SH1 Tinwald corridor

Timaru

SH8, SH79, SH80 MacKenzie Country, pull over areas

NZUP

SH1 Timaru to St Andrews

8

79

1

83

82

1

7

1

73

1

75

Public transport

Three integrated business cases are investigating improvements to the public transport network in Christchurch. Known as PT Futures, the business cases have identified improvements to five existing core bus routes and overall improvements to the network. The final business case – being developed in conjunction with the Greater Christchurch Spatial Plan – is investigating the factors required to support a frequent and high capacity public transport route, and how Greater Christchurch’s public transport system can evolve to deliver a much greater proportion of travel by public transport. We’re investing over \$3.5 million in PT Futures over the next three years.

During this NLTP period, we will work with our partners Christchurch City Council (CCC) and Environment Canterbury to complete the bus priority lane on Lincoln Road, from Halswell Road to Whiteleigh Avenue, extending the lane already proposed between Whiteleigh Avenue and Moorhouse Avenue.

In the next 10 years, improvements will be made to the existing bus priority lane on Colombo Street. Other improvements to the public transport network during the next decade will include upgrades to intersections to enable bus priority along core routes and improvements to bus shelter facilities and real-time information systems.

Almost \$2 million will be invested in the on-demand public transport service in Timaru.

NZ Upgrade Programme

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

All projects have reached significant milestones, including the completion of a number of business cases.

Elements within the projects include:

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

Summary of achievements from 2018-21

- Christchurch Motorways – the southern and northern motorways were opened, including the Northern Corridor T2 lane and new shared path.
- Completion of the \$28.7 million fire deluge system in Lyttelton Tunnel and alternative hazardous goods route over Evans Pass, from Sumner to Lyttelton.
- A series of new shared paths opened across the region, including the Leeston to Doyleston cycleway in Selwyn, a path linking Woodend to Gladstone Park and Pegasus in Waimakariri, and significant sections of major cycle routes in Christchurch.
- Safety barriers installed, for example, along Queen Elizabeth II Drive, Christchurch, and on SH7 between Waipara to Waikari.

Freight access

By the end of 2021, the final seals will have been laid on both the Christchurch Southern Motorway (Stage 2) and Northern Motorway. Both motorways are supporting the region's economy, improving freight access to key destinations, such as the Christchurch International Airport and Lyttelton Port. One of the major resurfacing projects in this NLTP is resealing Lyttelton Tunnel.

Improving safety

Through our Road to Zero programme, we're supporting local councils to develop and deliver safety improvements, including 3kms of side barriers at nine high-risk locations along Dyers Pass Road. Following this project, attention will shift to safety improvements on Evans Pass.

The level crossing programme has improved safety at both Kirk Road and Carmen Road, while just north of the city, flexible, median safety barrier will soon be installed on the northern motorway, between Tram Road and Cam River.

Improving safety at intersections is a key focus. In this NLTP period, we will invest \$2.6 million to support Christchurch City Council to improve the intersection of Pound and Ryans Roads. We will also invest \$5.4 million for an intersection upgrade at Greers/Northcote/Sawyers Arms in Christchurch.

Wider Canterbury Region

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

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

- SH1 Ashley to Belfast
- SH71 Rangiora to SH1
- SH73 West Melton to Yaldhurst
- SH75 Tai Tapu to Akaroa
- SH1 Templeton to Selwyn River
- SH1 Timaru to St Andrews corridor
- SH1 Rakaia to Ashburton corridor.

Safety has already been improved at level crossings at Rangitata (SH79) in South Canterbury, and at Winchester, Chertsey, and two locations just south of the Selwyn River (Selwyn and Boundary Creek Road level crossings), all off SH1. In 2021-24, the Heaton Street level crossing in Timaru will be upgraded.

Working with Selwyn District Council, we're funding two two-lane roundabouts to improve safety at the Springs Road/Marshs Road and Shands Road/Blakes Road intersections, and five intersection upgrades near Prebbleton to accommodate increased traffic volumes with the opening of the Southern Motorway.

Similarly, Timaru District Council has been able to complete improvements at a historically high-risk intersection between Timaru and Geraldine - the intersection of Winchester-Geraldine, Tiplady, McKenzie and Coach roads where there have been eight major crashes in the past 10 years.

We are also working with Timaru District Council on a plan to better manage freight movement through the industrial area of Washdyke, north of the city.

The regional package of the NZ Upgrade Programme is investing \$5 million for pull-over areas in the Mackenzie Basin on SH8, SH79 and SH80.

We are also looking to make safety improvements on SH73 through Sheffield when we dig up and re-lay the road. This includes safer parking, and minor intersection and kerb changes.

Resilience

In the north, there is a safety improvement project underway to realign a section of SH1 south of the Clarence River and north of Kaikōura. It will straighten the highway, add an additional overtaking lane going south and extend an overtaking lane going north.

In the summer, we will be completing a major realignment of SH7 at Sylvia Flats, west of the Hanmer Springs turnoff. This realignment is required to prevent the Lewis River from cutting into the highway and threatening the route, which is a vital link between the east and west coasts of the South Island.

We're supporting Hurunui District Council in its planning to replace the Conway River Bridge on the Inland Road (Route 70). The current structure is reaching the end of its life.

Under the 2021-24 Rail Network Investment Programme, investment will be targeted at the vital main freight and long-distance passenger lines that connect Canterbury to ports and the other regions. Seven rail bridges will be replaced (one on the Midland Line and six on the Main South Line) and 11 bridges will be strengthened (two on the Main North Line, one on the Midland Line and eight on the Main South Line). A total of 31kms of track will be re-sleepered and 10kms of track will be re-railed, along with other track and infrastructure works to reduce derailment risks, improve drainage, stabilise slopes and enhance river and coastal protection.

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

Investment highlights for 2021-24

- \$130.5 million to improve safety across eight corridors, including a range of safety improvements.
- NZ Upgrade Programme is investing \$5 million for pull-over areas in the Mackenzie Basin on SH8, SH79 and SH80.
- Four of Christchurch's major cycleways are completed, and six more cycleways will be completed during this NLTP period.
- Safety improvement project is underway to realign a section of SH1 south of the Clarence River and north of Kaikōura.
- Completing a major realignment of SH7 at Sylvia Flats, west of the Hanmer Springs turnoff, to safeguard a vital link between the east and west coasts of the South Island.

Reviving the streets

Connecting communities

Innovating Streets projects trial temporary, low-cost changes that aim to provide people with safer, healthier and more environmentally friendly ways to move around their cities and towns.

In June 2020, Christchurch's Ferry Road project launched to fill a gap in the city's extensive cycling network by connecting the Heathcote Expressway cycleway and St Asaph Street cycleway. To keep people safer, speed limits were reduced from 50km/h to 30km/h. Street art and other visual improvements were also added.

Community input is an essential part of the Innovating Streets approach. So, before a paint tin was opened, Waka Kotahi connected with a range of local organisations and groups to be sure the design met the needs of the community.

This early input led to important improvements – cycle judder bars were added to slow cyclists down near school crossings and ramps were installed in key locations for people who walk in the area.

In April 2021 the cycleway was built using paint, planters and temporary separators so adjustments could be made quickly and easily, based on data collected in person and online.

There's been positive community feedback, including this: 'I love the new cycleway. I quite often use this route to get to Ara Institute of Technology and it's made it a much more pleasant and safer journey. I also love that cheerful street art is included.'

This change has seen the number of people cycling through the area increase by almost 20% since January 2021. This trial will run until May 2022. Insights and data collected will help the council decide whether or not to make the change permanent.

Over the next three years an additional \$30 million will be invested in a range of new Innovating Streets projects in communities around the country.





Wharekauri Chatham Islands

In the 2021-24 NLTP, we will invest \$13.3 million in the Chatham Islands' land transport system.

Of this amount, \$11.4 million will be spent on the operation and maintenance of the existing roading network to make it safer, more efficient and reliable to support the local economy. This work includes the resurfacing of unsealed roads and road renewals works in Kaingaroa.

A total of \$1.25 million will be spent on the replacement of the Whangamoe Bridge with a large culvert. Work is expected to be completed in 2022.

\$13.3
million

Forecast total investment

 **\$11.4**
million

Forecast maintenance and operations

 **\$21,000**

Forecast Road to Zero

 **\$1.87**
million

Forecast local road improvements



**\$1.1
billion**

Forecast total investment

 **\$636
million**

Forecast maintenance and operations

 **\$90
million**

Forecast public transport investment

 **\$63
million**

Forecast walking and cycling

**NZUP \$91
million**

Forecast NZ Upgrade Programme

 **\$61
million**

Forecast Road to Zero

Ōtākou/Murihiku Otago/Southland

A safe, well-connected and resilient land transport system that gets goods to market and supports the economic recovery and growth of Otago and Southland post COVID-19 is the main focus of investment in the 2021-24 NLTP.

Achieving greater value for money will be the priority in the two regions, along with creating a safe system that reduces harm to both people and the environment.

In Otago, this NLTP we'll be focusing our investment on a safer and more resilient land transport system that supports regional growth and provides appropriate levels of service, as well as prioritised investments in Dunedin and Queenstown to improve access to public transport, walking and cycling and take better account of place and movement functions of city streets.

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

We'll work with our partners to ensure the regions' roads are safer, more resilient and well-maintained to provide the access that communities rely on, and which are critical to the farming, forestry and tourism industries of both the Otago and Southland economies.

During the 2021-24 NLTP period, \$636 million will be invested in road maintenance and renewals in Otago and Southland.

COVID-19

Transport needs to play its part to support the post COVID-19 recovery of the tourism sector in both Otago and Southland.

Pre-COVID-19 growth pressures in Queenstown still need addressing. The current situation provides an opportunity to re-evaluate what is needed, where, and the scale and sequencing of growth and investment to achieve the Queenstown's spatial plan outcomes.

Maintaining safe and reliable road and rail freight connections is essential to support the COVID-19 recovery, along with improving access to employment, education and training opportunities and essential services for isolated communities.

Dunedin

Connecting Dunedin, a transport partnership between the Dunedin City Council (DCC), Otago Regional Council (ORC) and Waka Kotahi, is helping to ensure Dunedin is well placed to respond to the city's future transport needs. This partnership ensures close coordination of key transport projects and programmes, future land use and transport development for the central city, where the new Dunedin Hospital is being built.

The work programme is focused on a range of cycling and pedestrian improvements, safety, public transport initiatives and encouraging more traffic on to roads which prioritise vehicle movement while increasing the safety, access and amenity of others. This programme includes travel demand management projects, with \$15 million for safety and accessible upgrades in the central city and \$19 million to accelerate the development of the city's cycle network.

Investment will also be made in Dunedin this NLTP period to improve the frequency and reliability of public transport services.

Construction is underway on the \$32 million SH88 Dunedin to Port Chalmers improvements project that includes building the final 5km section of the SH88 shared cycling/walking path between St Leonards and Port Chalmers. When this path opens towards the end of 2022 it will provide a safer alternative route for cyclists to using SH88, a busy main road freight link between Dunedin and Port Chalmers. The path is expected to increase the uptake of walking and cycling as a viable commuting option between Port Chalmers and Dunedin.

Work will be completed on the \$22 million Company Bay to Broad Bay section of the Otago Peninsula Connection road safety improvements and shared walking and cycling project from Dunedin to the Otago Harbour entrance. Several seawalls built as part of this project will protect the main road between Dunedin and the Otago Peninsula from climate change-related sea level rises. The last sections of this project will be delivered in 2021/22 (part of Broad Bay and Portobello).

Otakou/Murihiku Otago/Southland

key projects 2021-24

Projects specifically funded by:

- NZUP** New Zealand Upgrade Programme
- COVID-19** Covid-19 response fund

Key

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

NZUP Queenstown Package

- SH6A corridor improvements
- SH6 Ladies Mile corridor improvements
- SH6 improvements, including bus hub

SH94 Milford Road avalanche protection (ongoing programme)

SH6 Hardware Lane to McDowell Drive

Wanaka

SH6 Wanaka to Luggate

SH1 North of Kakanui River to south of Oamaru flood mitigation

SH1 Palmerston to Herbert safety improvements

SH6/SH8B Junction Cromwell intersection upgrade

Cromwell

COVID-19 SH94 Homer Tunnel safety improvements

Queenstown

SH1 Katiki Beach coastal erosion protection

St Leonards to Port Chalmers shared path

Dunedin city improvements

Dunedin

Gore Shared Path Bridge

New SH8 Beaumont Bridge

Peninsula Connection

SH1 Elles Road intersection upgrade

Dunedin cycle network and pedestrian connectors

Invercargill

SH93 SH1 Mataura intersection safety improvements

Invercargill to Bluff shared path

SH15 Bluff highway



A \$15 million project to replace Dunedin's street lighting with LEDs will be completed during the first year of the 2021–24 NLTP. LED lighting increases safety and significantly reduces energy use and ongoing maintenance costs.

In this NLTP, further investment is planned to build on public transport patronage growth in Dunedin. Likely initiatives include more bus services from the south of the city, including from Mosgiel, and real-time tracking of buses showing their locations and expected arrival times.

Early in this NLTP period, work is expected to start on the new \$28 million two-lane Beaumont Bridge on SH8 over the Clutha River. This replaces a 140-year-old single-lane wrought iron truss bridge and creates a more resilient highway link over the Clutha River on one of the main road freight routes between Dunedin and Central Otago. It will ensure rural goods are moved more reliably to production centres and markets which is important for Otago's economic growth. Businesses and communities, as a result will have better and safer access to economic and social opportunities.

The new \$3.4 million single lane Hinahina Bridge over the Catlins River, near Owaka, has been completed, improving safety and resilience on an important road connecting local communities to social, educational and business opportunities. Designed to accommodate large logging trucks, the bridge will contribute to economic growth locally as well as through the wider Otago region. Sixty percent of this project is funded from the NLTP, with the Clutha District Council meeting the balance of the cost.

Queenstown

There is a multi-agency approach to managing transport opportunities and post COVID-19 growth in Queenstown, reflecting the town's popularity as both a place to live and a holiday destination. Kā Huanui a Tāhuna, is the name gifted to the recently established Queenstown Transport Alliance and will be crucial in delivering multiple programmes across the district, as well as other Crown-funded projects.

Several improvements to the SH6/SH6A highway corridor are being considered as part of the NZ Upgrade Programme to ensure better connections to other parts of the network and improve walking, cycling and public transport links. A total of \$115 million has been earmarked to build bus lanes on SH6 and bus priority measures on SH6A, supported by an improved bus hub on SH6. This investment also includes a new roundabout at Howards Drive (Lake Hayes Estate access) and an upgrade to the SH6/SH6A intersection.

The programme also includes the delivery of a range of public transport and walking and cycling improvements between Ladies Mile, Kawarau Falls Bridge and the Queenstown centre.

Public transport will continue to be coordinated between Waka Kotahi, Queenstown Lakes District Council and the Otago Regional Council, to address changing demands on the network, including significantly less tourist traffic due to COVID-19 border closures. This NLTP period, there will be investment in the planning and implementing of new public transport infrastructure for the town.

Building on the success of the Orbus public transport services, which started

operating in the resort in 2017, consideration will be given to supporting a more pedestrian-friendly town centre and other activities. These include improved parking management, new on-road/off-road shared walking/cycling opportunities, and a range of public transport service improvements.

Wakatipu Active Travel is another collaboration between Waka Kotahi, Queenstown Lakes District Council and the Otago Regional Council. This partnership will design a network of over 80kms of shared pathways across the Wakatipu Basin to encourage people to make walking and cycling their preferred travel choice. During this three-year period, \$13 million will be invested in the first stage of the Wakatipu walking/cycling network.

Southland

Work started this year on some elements of a Crown Infrastructure Partners (CIP) funded \$25 million upgrade to the 1.2km Homer Tunnel. This involves a \$3 million investment in tunnel safety including improvements for monitoring tunnel incidents and better management of traffic on the eastern side of the tunnel. Road user safety will see \$22 million invested at the Homer Tunnel involving protection work targeting tunnel specific risks. The tunnel is also the subject of a business case that will start in this NLTP to confirm the long-term strategy.

In south Invercargill, construction is underway on a new roundabout to improve safety and reduce the severity of crashes at the busy SH1/Elles Road intersection. This project includes a new level crossing and access road into an industrial estate and is scheduled for completion in the first half of 2022.

Invercargill City Council, Gore District Council and the Southland District Council are also replacing their streetlights with more energy efficient LED lights. This \$5 million programme will be completed at the end of 2021.

A 16km, off-highway shared walking and cycling path from Bluff to Awarua, connecting with a shared path to Invercargill, should be completed by the end of 2021. We're co-funding the \$1 million project with the Invercargill City Council and Environment Southland. The path will provide a safe alternative to SH1 for cyclists between Invercargill and South Port in Bluff and help to make cycling an attractive commuting option between Bluff and Invercargill. This path is also the final section of the 3,000km Te Araroa trail, a continuous walking trail from Cape Reinga in the north of New Zealand to Bluff in the south.

A new walking and cycling bridge across the Mataura River in Gore is to be built to complete the Gore District Council's cycle network. Work on this bridge is planned to start early in this NLTP period, with this new facility helping encourage more people to walk and cycle in Gore.

Invercargill City Council has started implementing a new public transport pulse timetable similar to those being successfully used in several small North American cities. Pulse timetables reduce bus wait times for people and improve the frequency of services and connections to other services.

This timetable builds on other initiatives to grow public transport use in Invercargill including the recent introduction of the new Bee Card. This makes it easier for people to use public transport with the added convenience of being able to top the card up online.

Improving safety

Throughout Otago/Southland during the next three years, we'll be spending \$61 million on improving safety across five corridors to reduce annual deaths and serious injuries in the region.

Safety improvements will start in the first year of this NLTP along 37kms of SH1, between Palmerston and Herbert, in east Otago. Between 2010 and 2019 there were 190 crashes with 13 fatalities and 24 people seriously injured along this section of highway. Measures to reduce fatal and serious injuries include wider centrelines, road widening, improved signage and roadside barriers fitted at high-risk areas along the route to reduce fatal and serious injury crashes.

A new \$5 million single-lane roundabout will be built at the SH6/SH8B intersection near Cromwell, to replace the current T-intersection. When completed in the second half of 2022, this project will help reduce the rising number of serious injury crashes at this busy intersection. The project is funded through the government's \$6.8 billion NZ Upgrade Programme.

More than \$4 million will be invested improving safety at the intersection of SH6 and SH84 and a further \$8.8 million along 3.4kms of SH6 from Hardware Lane to McDowell Drive.

Work is also underway on a \$7 million Queenstown Lakes District Council project to improve Ballantyne Road, a busy local road near Wanaka. Improvements include sealing 4kms of the road and creating one-metre-wide sealed road shoulders to make walking and cycling safer. Forty power poles will also be relocated to create a safer roadside.

Safety improvements on the rural sections of SH88, between Dunedin and Port Chalmers this NLTP period will include the installation of safety barriers, high-performance road marking and improved road signage. All these measures are designed to reduce fatal and serious injury crashes on this busy and narrow freight corridor.

A start is also anticipated on work to improve safety at the SH93/SH1 intersection in Maitai. Traffic queues at the rail crossing during peak travel times affect through traffic on SH1.

Summary of achievements from 2018-21

- Work commenced on the \$31 million final 5km section of shared path, that will create a safe uninterrupted walking and cycling off-highway link between Port Chalmers and Dunedin.
- Formed an alliance to deliver the \$175 million Queenstown package of the NZ Upgrade Programme and Crown Infrastructure Partners funding to ensure better transport options in Queenstown and to help with Queenstown's economic recovery from COVID-19.
- Opened a new Alpine Operations Centre to house tunnel operations staff, the Milford Road avalanche and rockfall protection programmes team.
- Began building a new roundabout to improve safety and reduce the severity of crashes at the busy SH1/Elles Road intersection in south Invercargill.
- Increased safety with a \$14 million programme that added barriers and improved signage on 935kms of high-risk rural highway in Southland and Otago.

Resilience

Further rock barrier work is underway to safeguard SH1, between Palmerston and Oamaru, from coastal erosion at seven sites at Katiki Beach. This \$3 million project will protect critical sections of a national strategic highway between Christchurch and Dunedin. It builds on similar coastal erosion protection work undertaken in 2017 at three sites further along the beach.

A start is expected to be made late 2021 to reduce the frequency of flood related closures on a low-lying section of SH1, near the Kakanui River south of Oamaru. With marked changes in weather patterns and more regular rainstorms, the likelihood of floods closing this section of highway are increasing. To lower the risk, we will raise a vulnerable 200-metre section of SH1 through the Kakanui River flood plain by one metre. This \$2 million project is funded as part of the NZ Upgrade Programme.

The 2021–24 Rail Network Investment Programme will focus on improving the resilience of the Main South Line. Bridge 194 south of Palmerston will be replaced, 28kms of track will be re-sleepered and 11km of track re-railed. The Oamaru rail yard sea wall will be rebuilt, and other track and infrastructure works undertaken to reduce derailment risks, improve drainage, stabilise slopes and enhance coastal protection. Improvements will be made to the signalling system between Lyttelton and Dunedin to improve the efficiency and safety of this critical freight link.

In addition, renewals to the track and structures will be carried out across the Ohai Line, (running from Invercargill to Ohai).

Queenstown's economy will continue to be supported by the ongoing funding of a rock fall protection management programme at Nevis Bluff on SH6 between Queenstown and Cromwell. This will help minimise major rock fall closures on this critical highway corridor.

Work will be completed early in this NLTP installing a much larger culvert at Pumphouse Creek, on SH8 through Roxburgh. This will provide greater protection on a flood-prone section of highway and safeguard a nearby water treatment pumphouse, a critical piece of infrastructure for the town.

Investment highlights for 2021–24

- A start on delivering the \$90m NZ Upgrade Programme of transport improvements in Queenstown, and stage 1 of the new arterial road in Queenstown town centre as well as streetscape improvements already underway (funded through Crown Infrastructure Partners and Queenstown Lakes District Council).
- Completion of the SH88 shared path between St Leonards and Port Chalmers.
- Construction of a new two-lane Beaumont Bridge on SH8 over the Clutha River.
- Safety improvements along 37kms of SH1 between Palmerston and Herbert.
- Work to ensure coordinated planning and delivery of Dunedin's key transport projects and planning for the new Dunedin Hospital.
- A \$25m safety upgrade of the SH94 Homer Tunnel.

Pathway to a safer future

Construction of a new 5km walking and cycling path between St Leonards and Port Chalmers in Dunedin kicked off in January 2020.

When it's completed in late 2022, this well lit, paved, three-metre wide path will provide local people with:

- a safe way to walk or cycle uninterrupted between Dunedin city centre and Port Chalmers
- a convenient new way to move between local communities
- stunning views of Otago Harbour.

It'll also form the final link in Dunedin's 40km long network of cycle paths, connecting the West Harbour area, central Dunedin and the wider Otago Peninsula.

A special feature of the new path is a 200m retaining wall with concrete panels designed by local artist Simon Kaan in collaboration with Ōtākou Runanga. The artwork represents Matamata, the guardian taniwha of Otago Harbour.

The community is excited about this new pathway, which local resident and community board member Ange McErlane says creates 'a world class walking and cycling asset for current and future generations'.

Nearly 300 people a day use the existing walking and cycling path from Dunedin to St Leonards. It's projected this could increase to nearly 500 people daily when this project is completed.

This new path is part of a wider \$30 million investment in safety improvements on State Highway 88 between Dunedin and Port Chalmers, which include: installing roadside barriers and applying high performance road markings that are easier to see at night and in wet weather.

The aim of this project is to help reduce the severity of crashes along this busy highway, which serves as the main freight route to Port Chalmers.

During the 2021-24 NLTP, more than \$60 million will be invested in additional road safety improvements across the Otago-Southland region.





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