

WAKA KOTAHI INVESTMENT PROPOSAL

2021-31



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More information

Waka Kotahi NZ Transport Agency

Published October 2020 | 20-116

NZBN: 9429041910085

ISSN: 2744-3264

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INVESTING TOGETHER FOR A BETTER NEW ZEALAND

At Waka Kotahi NZ Transport Agency, we know that a great transport system helps people to get the most out of life – it gets goods to market, connects communities and makes education, employment and other services accessible for everyone. It's vital that the land transport investment decisions we make are targeted to provide the best outcomes for all New Zealanders.

The Government Policy Statement on land transport (GPS) sets out the strategic priorities and results that the government wants to see delivered in the next 10 years and the funding available from the National Land Transport Fund (NLTF) to deliver those results. We are tasked, alongside our co-investment and delivery partners, with bringing that vision to reality.

The National Land Transport Programme (NLTP) is the three-year investment programme that we manage to give effect to the GPS. Although it's a national programme, its key building blocks are the Regional Land Transport Plans (RLTPs) prepared by Regional Transport Committees (RTCs) and approved by regional councils.

The *Waka Kotahi investment proposal* is an input to both RLTPs and the NLTP. It sets out the regionally-led state highway activities and the nationally-led activities that we propose to be included in the NLTP. As such, it completes the picture of activities that will comprise a regionally-led, nationally supported approach for delivering on the government's objectives for land transport.

WAKA KOTAHI INVESTMENT PROPOSAL

The *Waka Kotahi investment proposal*, previously known as the Transport Agency Investment Proposal, sets out the activities that we propose to invest in under the NLTP. It includes proposed state highway activities and other activities we lead on behalf of the sector. It provides context for, and is a key input to, RLTPs.

The *Waka Kotahi investment proposal* takes a whole-of-system national view across all land transport modes to set out our proposed investment activities to submit to RTCs for consultation, inclusion and prioritisation into RLTPs and subsequent inclusion in the NLTP.

When developing the *Waka Kotahi investment proposal*, we take into account the strategic priorities and other direction from the GPS to ensure our proposed activities give effect to the GPS. We consider regional priorities and the nationwide perspective, and provide solutions considering the current context and the longer-term perspective.

The *Waka Kotahi investment proposal* sets out the activities that we propose for the 2021-24 NLTP, including:

- Proposed activities that relate to the state highway. These are required to be submitted to the relevant RTC for consultation, inclusion, and prioritisation within the RLTP. State highway activities included within an RLTP can be considered for inclusion in the NLTP. Regional councils consult on land transport proposals as part of the development of RLTPs. Importantly, this includes engagement with Māori. This ensures that regional councils and Waka Kotahi can meet their collective consultation obligations under the Land Transport Management Act (LTMA). Regional councils are well placed to undertake this role as they actively engage Māori through their processes generally with requests for iwi submissions, the establishment of Māori advisory committees, and targeted engagement.
- National level activities that we propose to deliver that support the wider transport sector. These activities are not required to be in an RLTP to be considered for inclusion in the NLTP.
- Activities funded through the NLTF and those funded through Crown are included in the *Waka Kotahi investment proposal* for transparency, and should be included in an RLTP where relevant to provide a complete overview of the regional investment in the land transport system.

The details of these activities proposed for investment are set out in the document that follows.

The appendices to this document include regional summaries with the proposed investment in state highways and a comprehensive list of all proposed state highway improvement activities nationally.

COVID-19 IMPACT AND RESPONSE

Potential impact

The COVID-19 pandemic is having a profound and highly uncertain impact on the economic and financial system in New Zealand and around the world.

Treasury scenarios include significant falls in annual Gross Domestic Product (GDP) and increases in unemployment, with anticipated impacts lasting at least four years before returning to pre COVID-19 levels.

These impacts are already affecting all regions, including the main urban areas. But the impacts will be felt differently in different regions depending for example on their reliance on international visitors or labour. We may see people needing to move away from big cities to more affordable areas and to seek new job opportunities. We're adjusting our planning to respond to these changing impacts of COVID-19, working with our partners and government agencies to promote recovery.

The potential impacts are:

- Primary production, government services and healthcare sectors are forecast to

remain reasonably stable, while sectors dependent on international movement (tourism, education, migrant workers and population) will be hit harder. At this stage we do not anticipate a structural shift in the economy.

- Population growth is expected to slow as a result of extended border restrictions. The impacts will be felt most strongly in areas with a high proportion of migrant workers and a reliance on immigration for population growth.
- An easing of growth in passenger transport demand over the short-term, due to slower population growth and reduced employment and discretionary trips.
- For much of the country, no significant changes are expected in the nature, scale and location of transport demand over the medium to long-term. The 10-year outlook remains largely unchanged.
- There will be ongoing pressure on transport revenue as a result of reduced road use and changes in local funding priorities since the COVID-19 lockdown.

Responses

Our responses to these impacts, in line with the GPS, are:

- We must deliver our committed state highway improvements activities, and ensure we maintain base levels of service. As well as keeping people and freight moving, these activities provide reliable employment for many New Zealanders.
- We recognise the ongoing need for multimodal transport options that provide people with safe, reliable and affordable access to jobs, schools, recreation, shops, health and other essential services. This is particularly important in reducing social inequalities that can arise in times of economic downturn, which tend to be felt most by people who are already disadvantaged by poverty and disability.
- Maintaining safe and reliable connections for the movement of primary produce to processing centres, distribution hubs and markets is also important to supporting wider economic recovery.
- We must ensure we best use the existing networks and target the right issues with the right interventions, so we get the greatest benefit from the infrastructure we have and the funds available.
- We must be agile, responding to issues where and when they arise across the national land transport system.



CHIEF EXECUTIVE FOREWORD

At Waka Kotahi we connect people, products and places, keeping New Zealand moving. We work closely with our co-investment partners and others to improve the lives of all New Zealanders by providing a safer, more accessible, more sustainable land transport system, across all modes.

The Government Policy Statement on land transport (GPS) 2021 highlights the need for us to come together and work differently to address complex challenges like road safety, urban development, and climate change. It calls on us all to be ambitious about the future we want to see for all New Zealanders.

More than ever, we need to be sure our investment decisions deliver the best outcomes possible for our partners and for New Zealand. There will be challenging decisions to make about how to balance the funding available and achieve the government's priorities and desired outcomes for the land transport system.

This proposal has been prepared during an extraordinary time for New Zealand, and the world. The impacts of COVID-19 on transport demand and transport revenue are still playing out. We know we have a critical role in supporting New Zealand's social and economic recovery from the pandemic. We also know that many of our partners are needing to re-prioritise to meet their communities' changing needs.

The *Waka Kotahi investment proposal* sets out what we propose to deliver in the 2021-24 National Land Transport Programme, to give effect to the GPS 2021. It includes activities we propose to deliver on the state highways, as well as other activities we lead on behalf of the sector.

Our proposal includes state highway and other activities the government has already committed to fund through the New Zealand Upgrade Programme, the Provincial Growth Fund, and the economic stimulus package. It also sets out other state highway activities proposed for inclusion in the 2021-24 National Land Transport Programme, including activities to help ensure the state highway network can perform its role as a core lifeline for our communities.

In preparing this proposal, we have taken a deliberate approach to considering the needs of a truly multimodal land transport system for moving people and freight - and ensuring that each mode plays its part in the transport task.

We have also sought to align this proposal with council-led urban development programmes in the main urban areas where relevant. These programmes bring together multiple investors to deliver a wide range of activities to achieve long-term outcomes.

We hope that Regional Transport Committees find this proposal useful in preparing and consulting on their Regional Land Transport Plans. We remain focused on working with our partners to continue delivering the best investments and land transport system we can for New Zealand.



Nicole Rosie
Chief Executive



GIVING EFFECT TO THE GPS

The GPS outlines the government's transport priorities to guide our investment in the land transport system over the next 10 years. It is reviewed every three years and it guides how money from the NLTF will be invested across activity classes.

The four strategic priorities of the GPS 2021 are safety, better travel options, improving freight connections, and climate change. GPS 2021 looks to the NLTF to contribute to a wider range of outcomes – such as developing a safe and reliable heavy rail network, improving multimodal options to move people and freight, meeting housing demand, improving urban form, and reducing greenhouse gas emissions from transport.

There are new investment expectations which have been set in relation to four significant government commitments:

- Auckland Transport Alignment Project (ATAP)
- Let's Get Wellington Moving (LGWM)
- the Road to Zero strategy
- the New Zealand Rail Plan

There are investment principles to guide how the NLTF is invested, and to encourage consideration of alternative funding and financing options (such as loans or third-party contributions).

The activity class funding ranges in the GPS 2021 have been developed considering:

- meeting prior commitments (such as debt repayments, funding for public private partnerships (PPPs) and significant projects which have already had funding approved)
- maintaining the land transport system (across roads, rail, active modes and public transport) at current levels of service (such as for safety and resilience) in line with forecast demand
- meeting the increasing costs of construction (such as increased costs of materials), climate change (causing more frequent and severe disruption to the system), and demand (which impacts on the costs of network maintenance and repairs)
- opportunities to improve service levels.

Combined, this committed investment forms the base for NLTF investment. The funding ranges also reflect the government's investment commitment to the four programmes above and wider aspects of the strategic priorities.

Investment in the base activities and government's commitment programmes will make important contributions towards the strategic priorities. Additional funding to commit to new projects will be tightly constrained. Available revenue from the NLTF is not expected to be sufficient to achieve all the outcomes highlighted in the GPS strategic priorities. Also, approximately 1% of the NLTF could be allocated to help fund the regulatory functions at Waka Kotahi.



The strategic direction and funding ranges in the GPS means we need to:

- prioritise and manage NLTF investment closely for value for money and ensure spend does not exceed revenue
- balance delivery on the four strategic priorities alongside investment expectations for the four government commitments
- increase our role in integrated land use and transport planning
- maintain current levels of service on state highways to provide a safe, resilient and accessible network
- work with our partners to improve how we use existing infrastructure and services
- partner to implement the Keeping Cities Moving plan and mode shift plans for the six high growth urban centres
- clarify our role, and the role of the NLTF, in improving the liveability of urban centres
- target reduced greenhouse gas emissions from the range of actions funded by the NLTF – across all priorities, programmes and activity classes
- support cross-agency planning and investment for climate change adaptation
- consider ways to enhance benefits from Crown-funded programmes through complementary NLTF investment if it aligns with GPS priorities
- proactively consider alternative funding and financing options such as third-party contributions and debt funding
- ensure we play an effective role in implementing the government’s new planning and funding framework for rail
- maintain a focus on new and innovative transport solutions and services
- consider opportunities to fund lead investments ahead of demand, to support quality urban growth, promote desired behaviour changes, or avoid future costs.

LAND TRANSPORT IN NEW ZEALAND

The land transport system is transport on land by any means and includes the infrastructure, goods, and services facilitating that transport, including coastal shipping and associated infrastructure.

It also includes education and enforcement needed to maintain and improve public safety in relation to the land transport system. The key components of the land transport system that receive government investment (from dedicated road user funds) include networks (such as roads, rail, technologies), and the services that manage the flows across the system, like public transport.

Many businesses and individuals invest directly in transport, including building parts of roads to enable urban development, buying truck fleets and cars, providing vehicle storage places, providing fuel distribution networks and buying fuel.

Many local authorities and businesses make decisions about and invest in changes in land use that impact the performance of the land transport system. This includes changing land use and developing land to enable residential, commercial and industrial growth, inland freight hubs, and sea and air ports. Individuals influence the land transport system through their use of transport infrastructure and services and the choices they make about where they live, learn, work and play.

OUR ROLE IN THE LAND TRANSPORT SYSTEM

We shape, develop and manage New Zealand's national land transport system, in partnership with local government, to keep the country moving.

We have leadership, regulatory and service delivery roles to connect people, products and places so that communities and businesses thrive. We take a multimodal approach and build transport programmes and activities that acknowledge and respond to the investment direction set by government to maintain levels of service for customers and deliver improvements in priority areas.

We manage and maintain 11,768 kilometres of sealed and 32.3 kilometres of unsealed state highways, which support economic growth and are critical in connecting our regions and communities. We work in partnership with local government to plan for growth in cities, towns and regions, ensuring land use planning and the transport system are integrated to create well-connected communities that have easy access to services.

Several acts, regulations and rules govern what we do and how we do it, including the Land Transport Management Act 2003, the Land Transport Act 1998, the Civil Defence Emergency Management Act 2002 and the Railways Act 2005.

As a land transport investor, we co-invest in the development and maintenance of 80,000kms 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 get around.

We have several statutorily independent functions, including determining whether activities are to be included in the National Land Transport Programme (NLTP) and deciding which activities are to be funded from the NLTF, as well as performing several regulatory functions. We are a full member of each of the 16 Regional Transport Committees and a member of the Auckland Transport Board.

As the state highway manager, we work with our local authority 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 operations, improve flow of people and freight in the transport system as the level of demand increases, and improve travel reliability. The state highway is a national highway and lifeline service provider for many local communities, making it important to reflect the right balance of movement and place to support local and national objectives.

As the land transport regulator, we also manage licensing of drivers, commercial operators, rail operators and vehicles and regulate the transport industry to make it safer for everyone. In public transport our role has been expanded to include oversight of the planning, operation, implementation and delivery of public transport.

WORKING IN PARTNERSHIP

By working with our partners, we can ensure more integrated planning, decision making, programming and investment to deliver better services and solutions for the land transport system. We work and partner with KiwiRail, and wider central government social infrastructure investors in health, education, housing and urban development, and justice. We also deliver projects on behalf of the Crown through the Provincial Growth Fund, the New Zealand Upgrade Programme, and the government's emerging economic stimulus package.

We seek to create value with our local authority planning and co-investment partners. We partner with councils to support core local transport access and services, support desired land use development and urban form in growth areas (for example large scale housing, commercial and industrial developments in the upper North Island), and provide efficient access to primary freight hubs and sea and air ports.

RAIL NETWORK INVESTMENT PROGRAMME

The *Waka Kotahi investment proposal* reflects recent changes to the funding and planning framework for rail. Under this framework, the New Zealand Rail Plan sets out the government's long-term commitment to achieving a reliable, resilient and safe rail network. The New Zealand Rail Plan will be funded from the Rail Network Investment Programme (RNIP) and will be closely linked to the NLTP.

The RNIP is KiwiRail's three-year investment programme for the rail network. It is prepared by KiwiRail and approved by the Minister of Transport after considering our advice. While all RNIP activities will be included in the NLTP, not all of those activities will necessarily be funded from the NLTF. A new rail network activity class has been included in the GPS 2021 to allocate NLTF funding for the RNIP.

DEVELOPING THE WAKA KOTAHI INVESTMENT PROPOSAL

Investing in outcomes

Our primary objective when developing the *Waka Kotahi investment proposal* is to deliver on the GPS outcomes and priorities for investment, meeting the expectations of the government and communities.

The Ministry of Transport has developed the Transport Outcomes Framework for the whole of transport system. This makes it clear what the government is aiming to achieve through the transport system and underscores the need for integrated land use planning, urban development and regional development strategies.

We use *Arataki: our plan for the land transport system 2021-31* and other strategic inputs to inform our planning and proposals. *Arataki* is our 10-year view of what is needed across New Zealand's land transport system to deliver the GPS priorities and the government's longer-term outcomes.

Arataki sets out evidence of the performance of the land transport system at a national and regional level, together with the future challenges and opportunities to ensure that transport plays its role in supporting thriving communities. It includes five step changes that describe where we see the need for focused effort to remain on track to meet the government's desired outcomes.

The step changes focus on improving urban form, transforming urban mobility, reducing harms, tackling climate change, and supporting regional development. Activities in the *Waka Kotahi investment proposal* align with these step changes, and the strategic priorities of the GPS 2021.

In line with the GPS 2021, we have been guided by the need to balance our ability to maintain core service levels and improve the performance of the land transport system for New Zealanders.

Maximising our investment

The proposed core delivery programmes for Waka Kotahi and councils such as road maintenance, public transport services, and capital projects already scheduled for implementation, are forecast to require most of the available funding over the 2021-24 period. This makes it all the more important for the whole NLTP to realise the most value it can, including from the state highway activities.

We have strived to strike the right balance of being ambitious and optimistic about what outcomes can be achieved from delivering state highway activities, while also managing the risks of overpromising and underdelivering.

Some level of over-programming is essential so that we can seek feedback from regions about their priorities. It also helps manage overall programming uncertainties and maintain delivery momentum.

We know that a well-maintained state highway network provides the foundation for road safety, and improves the availability and value of mode choices for moving people and freight. We plan to deliver the most reliable state highway network we can within the available funding.

We have proposed activities where the GPS benefits are greatest, and where activities within existing, agreed programmes and packages are achievable. This tends to mean that the focus is on major urban areas, particularly Auckland, although we have taken a nation-wide approach to provide a safe, reliable, and resilient state highway network.

A whole of system approach

Our proposed state highway programme has been informed by our agreed contribution to regional plans and our understanding of the land transport system. It takes account of:

- gaps in performance of the land transport system (eg gaps in appropriate levels of service for safety or resilience)
- the role of each land transport mode (roads, rail, coastal shipping) and service (eg public transport) in the transport task
- the needs of those who rely on the land transport system.

The proposed state highway programme includes investment to improve walking and cycling networks, increase the value and patronage of public transport, and support the national rail network.

Planning for future improvements

The *Waka Kotahi investment proposal* has a clear focus on the planning work required during the 2021-24 NLTP to inform the implementation plans and improvement activities for 2021-24 and beyond.

It is critical we develop a shared understanding of future investment needs with our council partners to make sure we are working on the right proposals for change that will deliver local, regional, and national benefits.

Forward planning will take into account planned changes in land use, appropriate customer levels of service, and forecast changes in the level and shape of transport demands – taking the impacts of the COVID-19 pandemic into account.

Planning a clear stable future delivery pipeline with our council partners during 2021-24 will help give confidence to investors and provide visibility to communities and businesses of planned improvements over the subsequent three to six-year period.

Timelines for transport planning differ depending on the context and decisions to be made. Spatial planning can provide a 50-year outlook for managing long-term growth and enduring sub-regional settlement patterns. Statutory plans, such as regional policy statements have a 30-year outlook for sustainable and planned development, and councils must develop 30-year infrastructure strategies to identify future investment requirements.

These all inform the development of the *Waka Kotahi investment proposal*, and we apply the same investment requirements to this proposal that are applied to the proposals from our co-investment partners.

Making evidence-based decisions

We use data and diagnostic tools to help us identify priorities and target activities. Some of these include:

- data on the performance of the land transport system and people's experiences, as well as digital modelling, engineering data sets and forecasts that underpin infrastructure asset and activity management
- benefits realisation measures and spatial maps
- council strategic planning outputs that identify transport improvement options, scope, scale, sequencing, phasing, timing and interdependencies, eg regional policy statements, district plans, localised growth planning processes and evidence sets
- national approaches to levels of services, particularly the One Network Road Classification system (ONRC)
- standard approaches for identifying the need for and scope of transport solutions, such as applying the business case approach
- diagnostic and prioritisation tools that inform national priorities and local place-based requirements eg safety toolkit, network operating plans

Applying the intervention hierarchy

The hierarchy of interventions approach is applied to test the value and effectiveness of alternative proposals at an intervention level. The approach starts with integrated planning to develop and improve land use patterns so that they provide effective access and mitigate transport costs. It applies to all steps in the planning and investment process.

In practice, the hierarchy of interventions means that selection of alternatives and options should start by considering the lowest cost alternatives and options, including making best use of existing transport capacity, before considering higher cost alternatives and options, and then implementing the best options which maximise value over time.

This means focusing initially on integrated planning to align land use development with existing transport infrastructure and services and planning for changes in land use to provide travel choices and mitigate travel demand.

Following that, as transport demand increases, additional and phased interventions should be considered, including managing traffic flows to improve the movement of people and goods.

We make incremental or local improvements to solve local bottlenecks or black spots and get the full benefits of prior investments. Some activities in the *Waka Kotahi investment proposal* are designed to better manage changes to future demands without building additional infrastructure. Some proposed improvement activities are designed to support transformative mass transit initiatives, improve the performance of the land transport system and particularly to ensure that each travel mode plays its role.

At all times we prioritise the maintenance and operation of infrastructure to support current service levels across the transport system while making the selected improvements.



ROAD TO ZERO 2020-2030

Road to Zero: New Zealand's road safety strategy 2020-2030 is the government's road safety strategy. Under Road to Zero, the government has a vision of a New Zealand where no one is killed or seriously injured in road crashes.

The New Zealand road system is a safe one when it protects people from serious trauma and has the potential to actually improve the lifestyles of New Zealanders. Deaths and serious injuries should not be an inevitable cost of moving people and freight from place to place.

As a step towards achieving this vision, the government has set a target of a 40% reduction in deaths and serious injuries from 2018 levels by 2030. Local government manages a large proportion of New Zealand's road network and will play a key role if the target is to be achieved.

The Road to Zero strategy is underpinned by the principles of a Safe System and is to be achieved through action in five key areas:

- Infrastructure improvements and speed management
- Vehicle safety
- Work-related road safety
- Road user choices
- System management

Our Road to Zero Infrastructure and Speed Management Programme is focused on delivering infrastructure improvements and speed management on roads across New Zealand, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries for each dollar spent. In consultation with our partners, we have developed a programme to deliver the 40% impact targeted by the GPS within the funding ranges provided.

Road to Zero signals increased investment in infrastructure and speed management with a focus on primary Safe System engineering improvements wherever possible. These are improvements that align closely to Safe System outcomes, aim to ensure roads have safe speed limits, reducing the risk of head-on and run-off-road crashes, intersection crashes, and harm to vulnerable road users.

The Tackling Unsafe Speeds Programme introduces a new framework for speed management, lower speed limits around schools and a new approach for safety cameras. This work includes the creation of a new register for speed limits.

Road to Zero indicates that a total investment of at least \$5 billion through the Road to Zero Infrastructure and Speed Management Programme will be required nationally to deliver on the government's target. This is to be split between \$3 billion for state highways and \$2 billion for local roads to deliver the greatest reduction in deaths and serious injuries. It includes infrastructure safety treatments on roads where data shows the highest concentrations of deaths and serious injuries (particularly targeting head-on, run-off-road and intersection crashes), and is expected to deliver:

- 1000km of additional median barriers
- more than 1700km of other safety treatments including side barriers and rumble strips), and
- more than 1500 intersection improvements such as roundabouts and raised safety platform treatments.



EMERGENCY EXIT

PROPOSED NON-STATE HIGHWAY ACTIVITIES

OVERVIEW

We have identified a number of non-state highway activities that we propose to deliver. This facility is provided for under S19C(f)(ii) of the Land Transport Management Act (LTMA).

These activities do not need to be submitted to the Regional Transport Committee for inclusion and prioritisation within RLTPs. They are included here to provide opportunities for discussions with relevant co-investment partners about the proposed benefits and any financial or other implications.

Many of the proposed activities are continuing current services such as national road safety advertising and joint programmes with co-investment partners to improve sector capability and decision support systems and data.

Some proposed activities are future focused, such as developing digital technology, promoting use of common approaches and data registers, and preparing for a digitally enabled fleet. These additional activities generally support sector innovation, improve value and efficiency, improve the effectiveness of investment decision-making and are aligned with GPS outcomes.

The activities tend to have a national impact or a local impact that is managed nationally, and fit within the following categories:

- Strategic high value national projects and services.
- Ongoing sector capability development and improving value for money.
- Further work required to develop scope and explore new and smarter ways to deliver customer benefits.

The non-state highway activities we propose for inclusion in the 2021-24 NLTP are presented in the tables below. These proposed activities are expected to be funded from a range of relevant GPS activity classes.

Strategic high value national projects and services

Our priority is to put forward for investment activities that are strategically aligned to the GPS and are more effective if managed centrally. Several topics below are either work in progress or proposed continuation of high value activities.

ACTIVITY DESCRIPTION	INVESTMENT BENEFITS	OPERATIONAL VALUE	ACTIVITY CLASS	MAGNITUDE OF FUNDING
National Ticketing Solutions (NTS)	Improved customer experience through better designed networks and more effective fare policy.	More efficient and secure revenue collection.	PT services	\$\$\$
Tackling Unsafe Speeds	The programme includes Implementing a simpler and more effective regulatory framework for speed management, transitioning to lower speed limits around schools, and adopting a new 'highly visible, no surprises' approach to safety cameras.	Deliver a new regulatory framework for speed management, allows Waka Kotahi to incorporate investment and placement of new safety cameras into its broader planning to support speed management, and new systems and processes to manage and share information.	R2Z	\$\$\$
National Road Safety Education and Advertising	Continuation of this programme to support R2Z.	Targeted to encourage safe and skilled driving, and safe mode shift.	R2Z	\$\$\$
Travel Mode Choice Engagement Programme	Travel behaviour and environment activities to support mode shift and awareness of mode choice to improve environmental and other outcomes.	Improved patronage of PT services, and utilisation of network capacity (both road infrastructure and PT services).	PT services	\$\$
Research programmes	The Research Programmes 2021 and Beyond is a sector wide programme, driven by the Transport Evidence Based Strategy set by the Ministry of Transport which includes environmental, public health, climate change research, innovation and trial programmes.	This programme consists of applied research into land transport topics, judged by Waka Kotahi and sector representatives as having the greatest relevance and potential benefit to the sector.	IM	\$\$
Invest in transport innovation and involve third parties	The programme is designed to support transformative ideas to improve performance and value while addressing GPS priorities. It anticipates investing in ideas proposed by private sector and academic innovators, that could lead to step-change improvements.	Enabling the system managers to adapt to externally driven pressures and opportunities to improve the value of transport networks.	LR maintenance SH maintenance	\$\$

Key to financial magnitude: \$ = <\$10m, \$\$ = >\$10m <\$100m, \$\$\$ = >\$100m

Ongoing sector capability development and improving value for money

Several topics below are the proposed continuation of partnerships with the sector to invest in activities that provide significant operational value to network managers, improve the value from the existing land transport system and support decision makers to ensure a positive return on future investments.

Improving effectiveness of planning, utilisation of modes for moving people and freight, and optimisation of managing and operating networks

ACTIVITY DESCRIPTION	INVESTMENT BENEFITS	OPERATIONAL VALUE	ACTIVITY CLASS	MAGNITUDE OF FUNDING
Road Efficiency Group (REG)	Enables the recommendations of the Government Road Maintenance Task Force to be embedded across the transport system.	Enables REG to continue supporting the sector to move to the delivery of agreed outcomes.	LR maintenance SH maintenance	\$\$
Network optimisation	Development of a national set of tools, standards, guidelines and standard interventions to make it easier for the sector to identify, prioritise, fund, design and deliver network optimisations.	A national set of tools, standards, policy and guidelines to support defining, visualising and prioritising strategic transport networks, and support an uplift in capability.	LR maintenance SH maintenance	\$
Operational network performance	Development of a nationally consistent network performance shared system (all modes) so that we can improve our understanding of recurrent, seasonal and temporary conditions.	Development of a solution that provides comparable measures showing the state of the rural and urban networks (across modes) particularly day, week, monthly, up to three years lens.	LR maintenance SH maintenance	\$
Transport operations sector shared systems	Customer safety and improved experience by reducing the number, duration and impact of planned and unplanned network disruptions. Enabling a safe, effective, intuitive, resilient transport network.	Programme of work to produce a set of shared sector tools which is more efficient and allows inter-operability, to more actively manage existing capacity. Appropriate network management solutions to provide evidence-based detection and insight to identifying risks and opportunities.	LR Maintenance SH Maintenance	\$
Code of practice for temporary traffic management (CoPTTM) review	The review is part of the SH&E 'Improving roadworker safety' programme. The review will be completed by the end of 2021 and will include a migration in platform from PDF documents to a web-based format.	The review will enable the industry to manage the risks associated with maintenance and construction activities on the road network. It will not only satisfy the requirements of a person conducting a business or undertaking's responsibility for their workforce, but also manage the risks associated with these activities and the interface with the travelling public.	LR maintenance SH maintenance	\$

ACTIVITY DESCRIPTION	INVESTMENT BENEFITS	OPERATIONAL VALUE	ACTIVITY CLASS	MAGNITUDE OF FUNDING
Public transport (including rapid transit) strategic planning capability	The programme is designed to meet our expanded role in the oversight of the planning, operation, implementation and delivery of public transport.	Better use of data and analytics to support decision making, and development of key internal capability to provide stronger national support to councils on public transport (including rapid transit) planning and procurement outcomes, network planning and project delivery.	PT services	\$\$
Freight connections strategic planning capability	Waka Kotahi is developing its response to the Minister's Letter of Expectations for 2020/21 on improving freight connections. To develop these responses through the business case pipeline for future delivery, Waka Kotahi will need to increase its planning capability across the freight sector.	Improve the effectiveness and efficiencies of the transport component of supply chains to support productivity improvements, and to ensure that each transport mode plays its full role in the transport task. To improve the value for money of public subsidies in freight logistics, and better use of data and analytics to support strategic network decision making.	IM	\$\$

Key to financial magnitude: \$ = <\$10m, \$\$ = >\$10m <\$100m, \$\$\$ = >\$100m

Improving sector collaboration and management of priority programmes

ACTIVITY DESCRIPTION	INVESTMENT BENEFITS	OPERATIONAL VALUE	ACTIVITY CLASS	MAGNITUDE OF FUNDING
Management of the Infrastructure and Speed Management Programme	Funding the SNP management costs, made up of staff costs, managed costs, systems and tools, and professional service advice.	Coordinated and active management of the safety programme across state highways and local roads.	R2Z	\$\$
Road to Zero activities	Supporting behavioural changes to improve road safety outcomes.	Automated Compliance and Intervention Management (ACIM) Programme, <i>Traffic control devices manual and specifications</i> , Megamaps, and national speed limit register.	R2Z	\$\$
Walking and Cycling National Programme	National programme of non-infrastructure walking and cycling focused activities delivered by Waka Kotahi.	National walking and cycling events and promotions, support for national conferences, national network mapping and general surveys.	W&C improvements	\$\$

Key to financial magnitude: \$ = <\$10m, \$\$ = >\$10m <\$100m, \$\$\$ = >\$100m

Informing and improving the efficiency and quality of decision making and expenditure

ACTIVITY DESCRIPTION	INVESTMENT BENEFITS	OPERATIONAL VALUE	ACTIVITY CLASS	MAGNITUDE OF FUNDING
Asset Management Data Standard	Provision of better customer insights through an integrated view of all assets, providing fact-based collaboration for decision making.	Ability to perform analysis across all asset classes, and to provide self-service dashboards (including capability to drill down) around risk, condition, budget vs actual.	LR maintenance SH maintenance	\$\$
Spatial/digital engineering	New data collection mechanism that allows better information base using integrated data, resulting in lower costs because information transactions are electronic, and information created once is used many times.	Approach to (whole of life) data collection, access, use, benefiting customers through more effective investment and providing cost efficiencies.	IM LR maintenance SH maintenance	\$\$
Effective national scale benefits management	Addressing key gaps in benefits realisation programme as per investment confidence rating assessment.	Ongoing development of centralised benefits data and upkeep of benefits datasets.	IM	\$
Household travel survey	Household travel survey sample boost funding to enable annual performance measures for mode share in the six urban growth areas as required by the Keeping Cities Moving project.	Collect household travelling data using face-to-face interviews via a random probability sample of households nationwide.	IM (research)	\$
Nationwide demand forecasting	Funding for additional capability for analysis and whole of system modelling to allow us to understand wider economic impacts and the consequential requirements on the demographics and provide improved understanding of the real future demand for travel and land development.	Improved understanding of the real future demand for travel and land development, promotion of sector-wide adoption of building information management and consistent open data and communication standards.	IM	\$\$

Key to financial magnitude: \$ = <\$10m, \$\$ = >\$10m <\$100m, \$\$\$ = >\$100m

Further work required to develop scope and explore new and smarter ways to deliver customer benefits

The following activities have not yet been developed sufficiently to demonstrate that they have all the following attributes:

- A very high alignment with the GPS.
- Will deliver significant value to sector decision makers between 2021-24.
- Will improve the performance of the land transport system and wider outcomes during the 2021-24 period.
- If future-focused may be an effective use of limited available funding to contribute to enduring outcomes.

We need to strike the right balance of addressing immediate requirements within available funding and also ensuring that we are future focused on developing tomorrow's transport system. The table below identifies activities that could be developed into NLTP applications if there was a compelling value proposition for the sector compared with alternatives and enough Waka Kotahi resources to manage the activities.

ACTIVITY DESCRIPTION	INVESTMENT BENEFITS	OPERATIONAL VALUE	ACTIVITY CLASS	MAGNITUDE OF FUNDING
Urban Development Capability and Toolkit	Programme focused on developing capability and toolkit to support partnering with government to lead urban land use and transport outcomes, using a variety of levers and approaches, alongside refocusing capacity towards more integrated urban and transport outcomes.	Leading whole of government partnering to shape urban form, land use and urban quality in a way that improves urban and transport integration, delivers closer proximity to opportunities, reduces the need or demand for travel and shifts travel to less harmful modes while improving access to affordable housing and improving the liveability and connectedness of communities.	IM	\$\$
On Demand Transport Programme	A programme of work to investigate, and trial the potential of on demand transport in partnership with cities and regions.	The programme will expand on the trial currently underway in Timaru.	PT services	\$
Mobility Lab	The establishment of a living laboratory, in partnership with local government, the private sector and academia to test and trial the integration of connected vehicle technologies and digital infrastructure with our transport system.	The focus of the programme will be on use cases that contribute to improving road safety outcomes, including for vulnerable road users and network efficiency.	SH maintenance	\$
Community resilience	Development of guidance and support related to improving community resilience.	Activities designed to reduce the impacts on communities from transport system disruptions.	All	\$

ACTIVITY DESCRIPTION	INVESTMENT BENEFITS	OPERATIONAL VALUE	ACTIVITY CLASS	MAGNITUDE OF FUNDING
Sustainability	This programme delivers on workstreams in <i>Toitū Te Taiao: our Sustainability Action Plan</i> .	Research, behaviour change and innovation, sustainable urban access, safe, clean and efficient vehicles, protect and enhance the natural and built environment.	IM	\$\$
Land Transport Security Work Programme	Focus on counter-terrorism work across government, resulting in the development of frameworks and guidance to identify areas for improvement.	Intelligence and information sharing, engagement and learning from international experience for the purpose of mitigating the risks of security threats.	IM	\$
Digital infrastructure initiatives	Replacement and upgrade of existing system infrastructure to support ITS systems across New Zealand.	Improved customer experience through better network productivity and utilisation.	All	\$\$\$

Key to financial magnitude: \$ = <\$10m, \$\$ = >\$10m <\$100m, \$\$\$ = >\$100m



STATE HIGHWAY PROGRAMME

OVERVIEW

We maintain and operate 11,768km of state highways, with 24,062km of lanes, around New Zealand. The network runs from Cape Reinga in the north to Bluff in the south, from Te Anau in the west to Tikitiki in the east.

While the state highway network comprises only 15% of the road length in New Zealand, it carries 55% of all vehicle journeys and 70% of all freight journeys. The state highway network is critical to New Zealand's social and economic development and contributes to the government's priorities set out in the GPS 2021 by safely connecting people to their destinations and providing key freight routes and ensuring regional connectivity as part of a resilient land transport system.

The GPS 2021 signals a renewed focus on safer roads, and efficient and reliable freight routes, while highlighting the importance of adapting to climate change, reducing harmful emissions and creating great places for people to live. Providing more opportunities for walking, cycling, public transport and micro-mobility is important. We intend to meet the objectives of the GPS 2021 under the state highway programme with the following strategic activities:

SAFETY

- Targeted speed and infrastructure treatments to reduce deaths and serious injuries as much as possible for every \$100 million spent.
- Education and advertising programme.

BETTER TRAVEL OPTIONS

- Intelligent transport systems improvement programmes.
- Optimise throughput and high occupancy vehicles.
- Work with partners to develop and implement mode shift activities around key activity centres, and where appropriate, mass transit plans and support the implementation.
- Support town centre upgrades to enhance environment.
- Improved public transport and active mode options.

IMPROVED FREIGHT CONNECTIONS

- Programme to operate efficient and reliable freight routes.
- Port and distribution centre connection improvements.
- Development of key intermodal freight hubs.

CLIMATE CHANGE

- Development of sustainability action plan to operational responses.
- Programme to manage resilience of key assets.

State highways are critical for inter-regional and multimodal freight movement, often forming the backbone of urban transport networks. They play a key role in influencing how our cities and towns function.

The forecasted growth in freight volumes and the evolving nature of freight logistics (eg expansion of freight distribution centres and development of intermodal freight hubs) underpins the need for the state highway network to be responsive to these changing needs. This can be achieved with support from strong partnerships with rail, air and coastal shipping operators, together with central and local government.

Our role is to maintain, operate, and improve the state highway network so that the whole land transport system benefits all New Zealanders. The size and complexity of the state highway network infrastructure has grown, and will continue to grow, as we:

- build new safety features including rumble strips and crash barriers
- better configure and manage infrastructure in towns and centres to support social and economic activity where place-based activity is more important than movement
- install and use electronic equipment to monitor, inform and manage travel to improve flows across the state highway and adjacent networks, and to safely manage incidents and promptly restore service
- enhance state highway resilience by mitigating the impacts of intense storms, sea-level rise and slips which will increase as the climate changes.

PLANNING FOR THE FUTURE

We're developing the Strategic Asset Management Plan (SAMP) to describe the strategic direction for asset management, forming a 'line of sight' from our desired transport outcomes and objectives through to the assets we manage. The first version is expected to be completed in 2020 and the follow-up version in 2021.

This plan will set out the framework we use to develop, direct, coordinate and control asset management activities, and align those activities with our objectives.

To support this strategic approach, we need to work closely with our co-investment partners to develop a 10–30 year plan of potential investment opportunities to improve the performance of the land transport system, culminating in a future pipeline of activities. The SAMP is supported by the State Highway Activity Management Plan which describes the activity management activities we are proposing and the evidence used to maximise the value of the proposed activities.

STATE HIGHWAY ACTIVITY MANAGEMENT PLAN

We developed the integrated State Highway Activity Management Plan (SHAMP) to guide maintenance, operations and improvements to the state highway network over the next 10 years to give effect to GPS 2021. In making the case for the programme proposed in the SHAMP, considering current and emerging issues, and developing proposed responses, we have given priority to:

- working with our partners to develop and improve land use plans
- meeting and delivering on prior commitments (such as debt repayments and significant projects which have already had funding approved)
- maintaining the existing asset to agreed levels of service aligned to the One Network Road Classification
- optimising throughput in the system as demand increases, using tools such as travel demand management to improve travel reliability and utilisation on arterial routes
- continuing to develop and deliver state highway components of the GPS priority programmes (in particular Road to Zero, ATAP and LGWM), and Crown funded programmes such as the New Zealand Upgrade Programme, the government's economic stimulus package and the Provincial Growth Fund programme
- integrated activities that support better community and regional outcomes, improve the attractiveness of public transport or walking and cycling to help create environmentally friendly great places to live
- supporting intermodal freight opportunities.

This proposed programme of activities falls under six activity classes:

- 1.** Road to Zero – for safety infrastructure, speed management and road safety promotion.
- 2.** Walking and cycling.
- 3.** State highway improvements – for capital improvements and upgrades.
- 4.** State highway maintenance – for maintenance, operations, renewals and emergency works.
- 5.** Investment management – for transport planning.
- 6.** Public transport infrastructure.

Business case requirements

The final SHAMP will provide supporting evidence to fulfil the role of the programme business case for the state highway programme for the 2021-24 NLTP for the following range of activities:

- Road maintenance, operations, renewals, road safety promotion and low cost/low risk programme of network improvement activities.
- Management of the remaining life of, or replacement of, identified end-of-life structures.
- Identified improvement activities that are very low investment risk yet have an estimated cost above \$2m per activity and below \$15m.
- Associated improvements with renewals - limited by investment assurance risk rather than a dollar amount or percentage of a renewal activity.
- Allocations and individual activities beyond the low cost/low risk dollar threshold, that are supported by a national programme business case, eg straightforward implementation of identified standard safety interventions, optimisation initiatives and resilience improvements.

State highway maintenance

Valued at \$49.7 billion, the state highway network is New Zealand's largest value social asset and of critical importance to the country's social and economic outcomes. Investment in the maintenance of this asset occurs via the state highway maintenance activity class in the GPS.

The state highway maintenance programme aims to sustain current levels of service and incrementally improve these where there is a gap against the One Network Road Classification (ONRC) targets and the role of place-based activities and multimodal aspects reflected in the One Network Framework. This should be done without undue service or investment risk, while improving long term efficiency and sustaining the customer experience. Note that service level improvements are provided by the capital improvements programme under the relevant activity class.

The focus is on:

- maintaining and incrementally improving customer service levels against the ONRC targets while responding to ongoing growth in demand, and in the performance, size and complexity of the network
- responding to events and incidents to minimise their adverse impact and duration on service levels
- improving efficiency of long-term service delivery
- managing service and investment risk sustainably
- ensuring that the most used and important routes support reliable travel, with minimal disruption from natural hazards, events or roadworks
- selecting the right maintenance or renewal treatments for the right places at the right time
- improving treatment and material selection and quality construction to extract maximum value from every intervention

- working with our partners to manage traffic flows to increase throughput and utilisation of existing infrastructure and services, which includes the transport operation centres (TOCs) – managed in partnership with major urban councils, and in an emergency, to provide urgent responses to transport network disruptions.

To inform our proposal for maintenance and renewals, we undertook a robust process to develop our preferred programme based on the information from our network performance assessments, levels of service gap analysis and customer interactions. The outcome of this process is a maintenance and renewals investment approach which we believe:

- is sufficiently supported by evidence
- meets the needs of the state highway network
- strongly aligns with the GPS 2021 priorities
- is sustainable from an asset perspective in the short, medium and long term
- is deliverable with the funding available to us
- will reliably and sustainably deliver customers service in the short medium and long-term.

State highway improvements

For capital improvements funded under the state highway improvements, Road to Zero, public transport and walking and cycling activity classes, we will continue with the implementation and delivery of projects already identified, including:

- the ongoing government commitment projects, Auckland Transport Alignment Project (ATAP), Let's Get Wellington Moving (LGWM), and Road to Zero
- those that have already been approved through the business case approach (BCA) and are continuing on to the next phases
- other improvement activities (noting that we will develop and adapt these programmes over the 2021–24 period to respond to issues as they arise where they have greater priority than those already reflected in the programme)
- debt payment and financing costs.

With our local authority partners and other network managers such as KiwiRail and Kāinga Ora we will continue to consider future improvements required to the land transport system. The SHAMP includes proposed transport planning business cases to ensure we focus on future needs as well as delivering current services and projects.

We will also continue our role as the delivery agent for the approved capital improvement projects on the state highway network funded by the Crown which includes the emerging economic stimulus package, New Zealand Upgrade Programme and the Provincial Growth Fund. We expect further refinements will be required with the government's economic stimulus package and as local government partners finalise their own long term and land transport plans.

Our proposed programme for delivery of state highway safety infrastructure and road safety promotion activities funded under the Road to Zero activity class, was developed through our Road Safety and Harm Reduction Programme and our Road to Zero Infrastructure and Speed Management assessment processes.

Walking and cycling activities

Walking and cycling infrastructure supports vibrant communities that everyone can access, as well as providing travel choices that are good for our health. Towns and cities thrive when people can move around them easily and have good choices about how they get to work, connect with family and friends, and access shops and services.

Under this activity class, we propose investments in new walking and cycling facilities that include shared paths, cycle lanes, new footpaths, facilities for crossing roads, shelters and bike parking, as well as promotional and education activities to support people using them. These investments are delivered as part of major projects in state highway investments under the New Zealand Upgrade Programme, as well as stand-alone activities in the walking and cycling activity class. Our role is to ensure these activities integrate effectively with state highway improvements where possible, and with our co-investment partners for non-state highway activities to provide strategic or inter-regional networks in rural areas, and routes within urban areas.

Public transport – including rapid transit

We're working with our co-investment partners in key urban areas to plan, design and deliver public transport (including rapid transit) proposals, to provide better transport choices and shape urban growth. We will ensure this is reflected appropriately in this and future Waka Kotahi investment proposals to ensure the state highway network plays its role in the land transport system, supporting the movement of people and goods.

Where appropriate (to the activity and funding priority), funding from a public transport activity class may be applied to activities on the state highway that deliver public transport outcomes.

REGIONAL SUMMARIES



NORTHLAND

Northland's social and economic opportunities are dependent on its connections, both rail and road, south to Auckland and the rest of the country to support key industries, enable visitors and travel and allow communities to thrive. With about 70% of the region's population living in small rural communities outside the region's only major urban environment of Whangārei, the region has a high dependency on private vehicles as alternative travel options are limited.

Our investment priority in Northland will address the relatively poor safety record, by targeting investment towards high-risk roads and intersections and driver behaviour change. This includes driving too fast for the conditions, alcohol and drug impairment, people not wearing seatbelts and driver fatigue.

More widely, our activities in the region will include ensuring key tourism and freight routes are safe and resilient, and supporting our regional partners to provide and promote better transport options.

IMPACT OF COVID-19

In the medium to long-term, we don't expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19. The 10-year outlook remains largely unchanged. However, there is considerable uncertainty about the short to medium term impacts. Maintaining safe and reliable connections to Auckland and to domestic tourism centres will remain important to supporting recovery.

CONTEXT TO OUR PROPOSED INVESTMENT

Improving safety

The Northland region has a relatively poor safety record, with a disproportionately high number of deaths and serious injuries relative to vehicle kilometres travelled in the Kaipara and the Far North districts.

Improving safety on our roads has been further strengthened by the launch of *Road to Zero: New Zealand's road safety strategy 2020-2030*. Road to Zero has a vision of a New Zealand where no one is killed or seriously injured in road crashes. The Waka Kotahi contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

As a step towards Vision Zero for New Zealand, the Road to Zero strategy sets a target of a 40% reduction in deaths and serious injuries by 2030. Our infrastructure and speed management interventions will help to achieve this target.

Through our Road to Zero Infrastructure and Speed Management Programme, we are focused on delivering infrastructure improvements and speed management through targeted investment on Northland's roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

Within the Northland region over the next three years, we are looking to invest \$96m to make 374km of state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by 10.5%.

We will be working with our safety partners in Northland to engage and deliver the Road to Zero Infrastructure and Speed Management Programme to ensure an integrated approach across state highways and local roads for this region.

We will also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school. Safety cameras play a critical role in preventing dangerous driving that puts people's lives at risk. We'll be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads.

We will continue to work in partnership with key agencies including NZ Police, to deliver regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use. We will also continue to improve the safety of road surfaces and roadsides, and the quality of delineation to reduce the likelihood and consequence of crashes.

A number of investments through the Road to Zero Infrastructure and Speed Management Programme will also address projects identified through other programmes such as the Twin Coast Discovery Route.

Better freight connections

SH1 between Whangārei and Auckland and the North Auckland rail corridor are nationally significant routes for freight, connecting the Northland economy with markets and key destinations in Auckland, and providing a vital link to Marsden Point and Northport. A growing freight task, together with increasing population in Whangārei and surrounding coastal towns is impacting the safe and efficient movement of people and freight on this corridor.

Over the next three years, we'll continue to progress investigations into improvements on SH1 between Whangārei and Wellsford. This will complement New Zealand Upgrade Programme investment in SH1 from Whangārei to Port Marsden, together with the government's recently announced investment to upgrade the carrying capacity of the North Auckland rail corridor and progress the development of the rail spur to Marsden Point.

We will maintain SH1 to Auckland as a key freight route, improving its resilience by making it more robust and reliable.

Across the wider network, we will continue to operate and maintain the state highway network to agreed levels of service for key freight and tourism connections within the region. This includes continued investment in an ongoing programme of bridge upgrades to improve route reliability.

Live discussions about the future of Auckland's port and the role of Northport in upper North Island freight movements will be a significant determinant of the longer-term freight network in the region and on the region's overall economic growth and subsequent demands on the network. We will continue to be an active participant in this process.

Better travel options and climate change

The availability of suitable safe alternatives to the private car is a key component of healthy thriving communities and businesses.

In addition to delivering walking and cycling infrastructure as part of the New Zealand Upgrade Programme and Stimulus Package, over the next three years we expect to deliver a number of nationwide regulatory improvements, education and advertising campaigns, and operational policies and practices to support our regional partners in their efforts to drive mode shift. This includes supporting trials of street changes to encourage mode shift, that can be adapted quickly and implemented at low cost. We will deliver to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to galvanise a shift to a low carbon, safe and healthy land transport system.

A national evidence base of vulnerability and exposure of New Zealand's highway network to natural hazards was endorsed by the Waka Kotahi Board in May 2020. A regional risk assessment identified a total of 10 major and extreme risks within the Northland region. These relate predominantly to landslips and flooding. Of note is the section of SH1 from the Brynderwyn Hills to Whangārei, which is subject to both landslips and flooding, and is likely to be affected more frequently in the future due to the impacts of climate change.

Working together

Maintaining strong alignment with our Northland partners is critical to continuing progress. We will continue to work closely with our key partners on transport and land use matters in Northland which will include:

- working with Northland councils to progress their transport investments such as the Far North Integrated Transport Strategy, and the Whangārei City Transportation Network Strategy
- ensuring the integrated planning of land use, networks and corridors through spatial planning and statutory planning mechanism including any future Northland to Auckland spatial planning initiative
- encouraging and supporting complementary projects to the New Zealand Upgrade Programme (Northland Package), Provincial Growth Fund activities and COVID-19 economic response initiatives which positively contribute to the outcomes sought by government from the programme by looking for opportunities to accelerate business cases, align implementation and make procurement and consultation more efficient
- working with partners to complete network optimisation plans that help to improve the utilisation of all transport networks, travel modes and customer travel choices. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means.

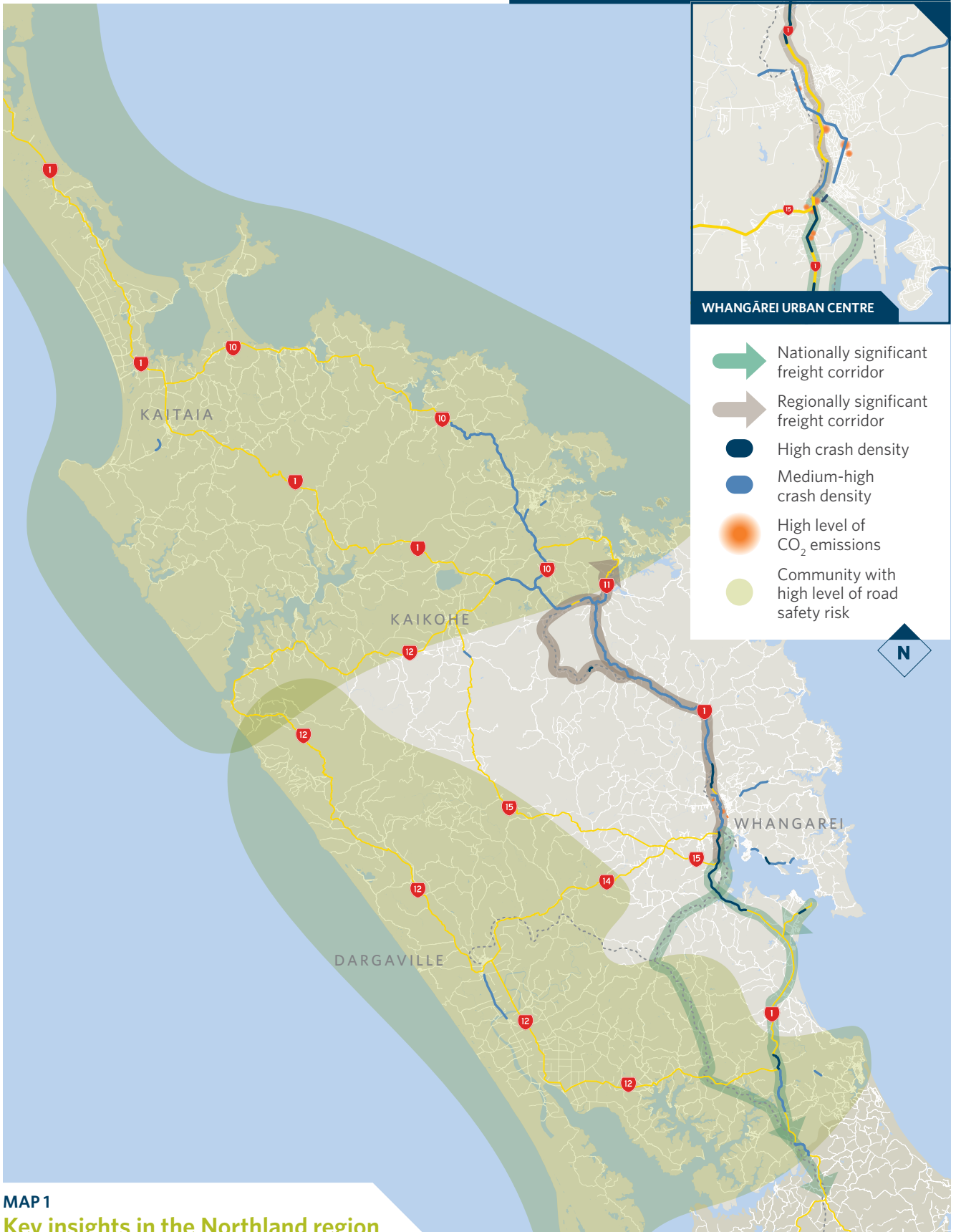
WHANGĀREI

50,805
Urban area
population

94%
Of journeys to
work by private
motorised
vehicle

53%
Jobs accessible
within 45 mins by
private motorised
vehicle

45%
Jobs accessible
within 45 mins
by the next best
mode (cycling)



MAP 1
Key insights in the Northland region

Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

TABLE 1

Our strategic responses to GPS priorities in the Northland region

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
NSR1	Continue to operate reliable state highway freight connections between Auckland and Northport and beyond to the Far North	IFC	Regional maintenance, operations and renewals
NSR2	Reduce drug/alcohol impairment, increase seat belt use and reduce speeding in the Kaipara and Far North districts through road policing and behaviour change activities	Safety	Assessed through NLTP process
NSR3	Road to Zero Infrastructure and Speed Management Programme	Safety	Assessed through NLTP process
NSR4	Develop and implement mode shift activities around key activity centres in Whangārei, particularly better connected active mode networks and public transport (including on-demand) networks	BTO	Assessed through NLTP process
NSR5	Improve the efficiency and reliability of the North Auckland Rail Line and rail connections to Northport	IFC	Rail Network Investment Plan
	Government's support for regional economic development: <ul style="list-style-type: none"> ▪ SH1 Whangārei to Port Marsden ▪ SH12 and Rawene Road intersection ▪ SH1/11 Kawakawa roundabout ▪ SH10 Puketona roundabout ▪ Twin Coast Discovery programme 	All	New Zealand Upgrade Programme Regional investment opportunities

TABLE 2

Proposed state highway programme for Northland region

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Committed state highway improvement activities*								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$
1	SH1 Whangārei to Wellsford (Northern Section)	SHI	NLTF	BTO	IMP			\$
2	SH1 Whangārei to Wellsford (Southern Section)	SHI	NLTF	BTO	IMP			\$
3	SH10 Kaeo Bridge replacement	SHI	NLTF	BTO	IMP			\$\$
4	SH1 corridor improvements - Whangārei	SHI	NLTF	BTO	IMP			\$
5	SH1N Brynderwyn North safe system project	SHI	NLTF	Safety	IMP			\$
6	SH1 Port Marsden Highway to Wellsford	SHI	NLTF	IFC	DBC			\$
7	Weigh Right Marsden	SHI	NLTF	IFC	IMP, PTY			\$
8	SH1 Akerama Curves realignment	SHI	NLTF	BTO	IMP, PTY	IMP	IMP	\$
-	Programme business case development	SHI	NLTF	All		DBC	DBC	\$\$

*Commitments made under the 2018 GPS, contribution as indicated.

Proposed state highway improvement activities

6	SH1 Port Marsden Highway to Wellsford	SHI	NLTF	IFC		PRE, PTY	IMP	\$\$\$
9	SH1/SH15 to Port (supporting NZUP)	SHI	NLTF	All	DBC			\$

Proposed Road to Zero state highway safety activities (greater than \$5m per activity)

-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
-	Regional Speed Management and Safety Infrastructure activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
1	SH1 Loop Road North to Smeatons Hill	SHI	NLTF	BTO	IMP, PTY			\$\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
2	SH1 Richards Road to SH11	R2Z	NLTF	Safety			IMP	\$\$
3	SH10/SH1 to Cottle Hill Drive	R2Z	NLTF	Safety	IMP			\$\$
4	SH1 Richards Road to Great North Road	R2Z	NLTF	Safety	IMP			\$
5	SH1 Taumatamakuku Road to Rayner Street	R2Z	NLTF	Safety		IMP		\$
6	SH1N and SH10 intersection	R2Z	NLTF	Safety	IMP			\$
Proposed investment management activities								
-	Strategic business case development	IM	NLTF	All		DBC	DBC	\$\$
Proposed walking and cycling activities								
-	Walking and Cycling Low Cost Low Risk	WC	NLTF	All	IMP	IMP	IMP	\$\$
Committed non-NLTF funded activities								
1	SH10 Waipapa corridor improvements	-	PGF	BTO	IMP, PTY			\$\$
2	SH1N and SH11 Kawakawa Road	-	PGF	BTO	IMP			\$
3	SH12 and Rawene Road improvements	-	NZUP	BTO	PRE, IMP			\$
4	SH1 Whangārei to Port Marsden Highway	-	NZUP	All	PRE, IMP, PTY	IMP	IMP	\$\$\$
5	SH11 and SH10 Puketona Road	-	NZUP	BTO	IMP			\$\$

AUCKLAND

In the Auckland region we remain committed to delivering our share of the Auckland Transport Alignment Project (ATAP) and working with our partners to ensure ATAP remains aligned with the government's wider investment priorities. Our proposed areas of focus for activities in the Auckland region include:

- **Improving safety** on our roads has been further strengthened by the launch of *Road to Zero: New Zealand's road safety strategy 2020-2030*. Road to Zero has a vision of a New Zealand where no one is killed or seriously injured in road crashes.

Our contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

We're working with Auckland Transport and our safety partners to engage and deliver the on the Road to Zero Infrastructure and Speed Management Programme and ensure an integrated approach across state highways and local roads across the region.

We will also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school.

Safety cameras play a critical role in preventing dangerous driving that puts people's lives at risk. We'll be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads.

We'll continue to work in partnership with key agencies including NZ Police, to deliver targeted regional enforcement and behaviour change programmes, particularly in relation to speeding and driver distractions.

- **Providing better travel options** through improving access and reducing reliance on private vehicles. This will be achieved by sustainably responding to Auckland's growth needs and delivering on our public transport, walking and cycling commitments in ATAP and Auckland's regional mode shift plan (*Better travel choices*, December 2019).
- **Improving freight connections** by increasing capacity and optimising the state highway network to reduce congestion on key freight routes, particularly in the south where road and rail freight volumes are highest. This will complement significant rail and road capacity improvements to be delivered as part of the New Zealand Upgrade Programme.
- **Responding to climate change** by supporting low carbon travel choices, enhancing the resilience of the state highway network, and operating the transport system as effectively as possible to reduce carbon emissions.

IMPACT OF COVID-19

In the medium to long-term, we don't expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19. The 10-year outlook remains largely unchanged. However, changes to the nature of work for professional services may see a reduction in peak trips to city centre, due to more people working remotely, and there will be ongoing need to focus on network optimisation, mode shift and climate change mitigation through emissions reductions.

In addition, effectively integrating land use and transport remains critical to support mode shift and reductions in greenhouse gas emissions. This includes sequencing of development, ensuring growth areas are serviced with active mode and public transport infrastructure and services, and linking housing to employment and essential services.

Youth, Māori and Pasifika are expected to be disproportionately impacted by job losses, particularly in areas where deprivation levels are already high. There will be an ongoing need for transport services to support COVID-19 recovery by improving access to employment, training and essential services for vulnerable communities.

CONTEXT TO OUR PROPOSED INVESTMENT

Improving safety

Through our Road to Zero Infrastructure and Speed Management Programme, we're focused on delivering infrastructure improvements and speed management through targeted investment on Auckland's roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

Over the next three years, we're looking to invest \$109m in the Auckland region to make 135km of state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by 13%.

We're working closely with the Tamaki Makaurau Transport Safety Partners to ensure an integrated approach across state highways and local roads in the region.

Better travel options

A combination of investment in better infrastructure and major service improvements has contributed to public transport use in Auckland doubling over the past 15 years and continuing to grow rapidly. Cycling levels are also increasing quickly where safe cycleways are provided. However, in recent years private vehicle travel has also grown, reflecting sustained population and economic growth. This means overall mode shift has been relatively modest.

Through ATAP and the recently released *Better travel choices*, Auckland has an ambitious transport plan that will deliver significant mode shift over the next decade. This mode shift to public transport, walking and cycling is critical to ensuring population growth of 300,000 people over the next decade does not translate into more congestion, reduced accessibility and a poorer quality city.

In line with our ATAP commitments, we will continue to work with Auckland Transport and other key partners to deliver transport infrastructure to support future growth areas. We aim to provide appropriate travel choices, so they can develop in ways that are not highly dependent on private vehicles and are well connected to existing urban areas and employment centres.

Our key areas of focus over the next three years include state highway improvements between Albany and Silverdale to improve public transport reliability and growth in North Auckland, together with capacity and safety improvements between Papakura and Drury to support transport choice and accessibility in the region's largest growth area in South Auckland. These improvements will be complemented by a wider suite of walking, cycling and public transport initiatives, many of which will be delivered through the New Zealand Upgrade Programme.

We expect to complete a key section of the Glen Innes to Tāmaki shared path, which will complete a missing link in Auckland's strategic walking and cycling network and connect into local networks and further develop cycle connections along the Northern Motorway. This work complements other strategic walking and cycling links that are being delivered through the New Zealand Upgrade Programme, particularly the Northern Pathway (Westhaven to Akoranga), and by Auckland Transport.

Our investigations into rapid transit options to improve travel choices and protect routes for future projects will continue in the next three years, with a focus on connecting employment hubs in central and southern areas with urban centres in the east and growth areas in the northwest, in line with ATAP priorities. Given the broader interest in rapid transit options in metropolitan areas, we will also be taking a sector leadership role by developing New Zealand specific guidance to facilitate consistency across the country.

In addition to infrastructure initiatives, we expect to deliver a number of nationwide regulatory improvements, education and advertising campaigns, and operational policies and practices that can be applied to the Auckland context to support our partners in their efforts to drive mode shift. This includes supporting trials of street changes to encourage mode shift, that can be adapted quickly and implemented at low cost.

Better freight connections

Auckland has a nationally significant freight logistics function in the production and distribution of freight to the rest of New Zealand, and internationally. Travel delays and poor reliability create substantial costs to businesses that are ultimately borne across the wider region. Freight in Auckland is expected to grow substantially over the next 30 years. The key challenge identified in Auckland's 2018 Regional Land Transport Plan is to limit the growth in congestion on the freight network, particularly in the inter-peak, and to improve the efficiency of connections to major freight hubs.

Over the next 10 years, the New Zealand Upgrade Programme will deliver a number of state highway and rail improvements that will improve capacity on the freight network, reduce conflicts between rail and road freight and improve access to intermodal freight hubs at Wiri in South Auckland. In addition, we alongside Auckland Transport, will continue to invest in technology solutions which enable us to optimise the use of the transport system to make journeys more reliable and resilient to incidents.

We will continue to improve Auckland's inter-regional freight connections as well as New Zealand's global connections through improved freight access to and from the Airport (20Connect). As the region's major industrial and manufacturing centre will continue to investigate options to improve connections to the Onehunga-Penrose area.

Live discussions about the future of Auckland's port will be a significant determinant of the longer-term freight network and we will continue to be an active participant in this process.

Climate change

Vehicle emissions are a significant contributor to climate change - the impacts of which have a significant impact on the transport system. We have a dual responsibility to influence the reduction of vehicle emissions and improve the resilience of the transport network to climate change.

We propose to continue to invest in technology to enable us, with Auckland Transport, to operate the transport system effectively to minimise congestion and its harmful emissions. We also propose to invest to improve the resilience of SH1 north of the harbour bridge to sea level rise and king tides which can cause significant disruption to customers.

More widely, we're supporting the government's climate change goals through co-investment in public transport infrastructure and services as well as walking and cycling networks. Further, we will deliver to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to galvanise a shift to a low carbon, safe and healthy land transport system.

A national evidence base of vulnerability and exposure of New Zealand's highway network to natural hazards was endorsed by the Waka Kotahi Board in May 2020. A regional risk assessment identified two major risks for the Auckland region relating to coastal inundation and landslip. The small number of risks within Auckland is predominantly due to the high density of the regional transport network and the availability of alternate routes which result in lower impacts across the land transport network as a whole.

Working together

Maintaining strong alignment with our Auckland Transport Alignment Project (ATAP) partners is critical to continuing progress, including on the Auckland mode shift plan *Better travel choices*. We will work closely with Auckland Transport and Auckland Council on six key initiatives that are important to the future development of Auckland. We will:

- work with our ATAP partners to clarify the way forward for light rail, given the strategic importance of the city centre to Māngere, and northwest corridors, to transport and urban development outcomes in Auckland. In particular, we will support our partners to engage with the public on development of these corridors before a final alignment and mode is decided
- support the Connected Communities project by looking for opportunities to accelerate the business case, implement early improvements and make procurement and consultation more efficient
- work with Auckland Council and Crown joint programme of work, Kāinga Ora and others to provide a mix of land use types that enable people to meet more of their needs locally than might otherwise be the case
- ensure the integrated planning of networks and corridors as well as ensuring project links in design and implementation to support the delivery of rapid transit corridors around Auckland
- during 2021-24, we will work with partners to complete network optimisation plans that help to improve the utilisation of all transport networks and travel modes and improve customer travel choices to deliver mode shift objectives. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer term customer level of service gaps to be addressed through other means
- seek to encourage and support complementary projects to the New Zealand Upgrade Programme (Auckland Package) which positively contribute to the outcomes sought by government from the programme by looking for opportunities to accelerate business cases, align implementation and make procurement and consultation more efficient
- work with Auckland Transport and our safety partners to engage and deliver on the Road to Zero Infrastructure and Speed Management Programme, to ensure an integrated approach across state highways and local roads across the region.

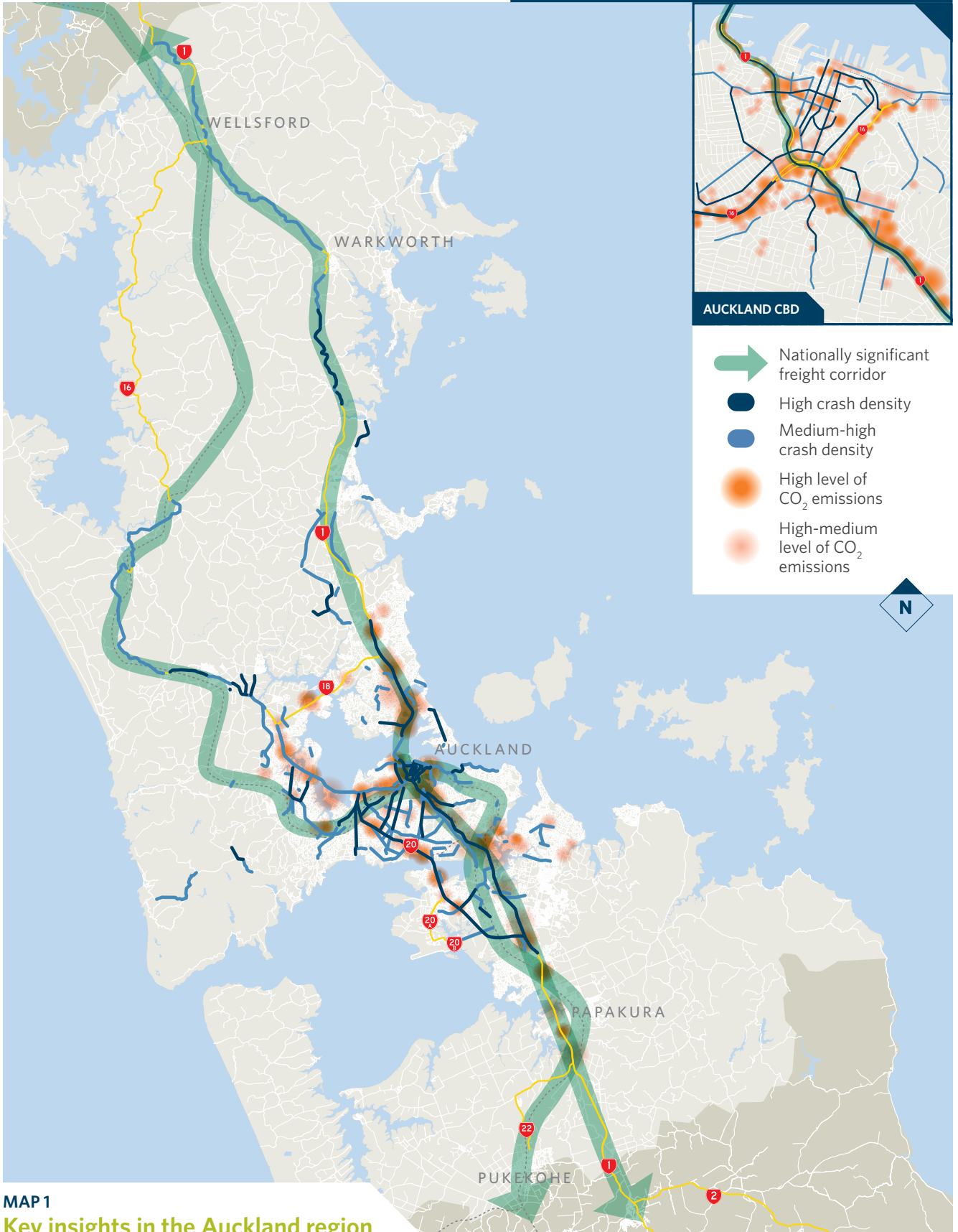
AUCKLAND

1,399,590
Urban area
population

82%
Of journeys to
work by private
motorised
vehicle

27%
Jobs accessible
within 45 mins by
private motorised
vehicle

13%
Jobs accessible
within 45 mins
by the next best
mode (cycling)



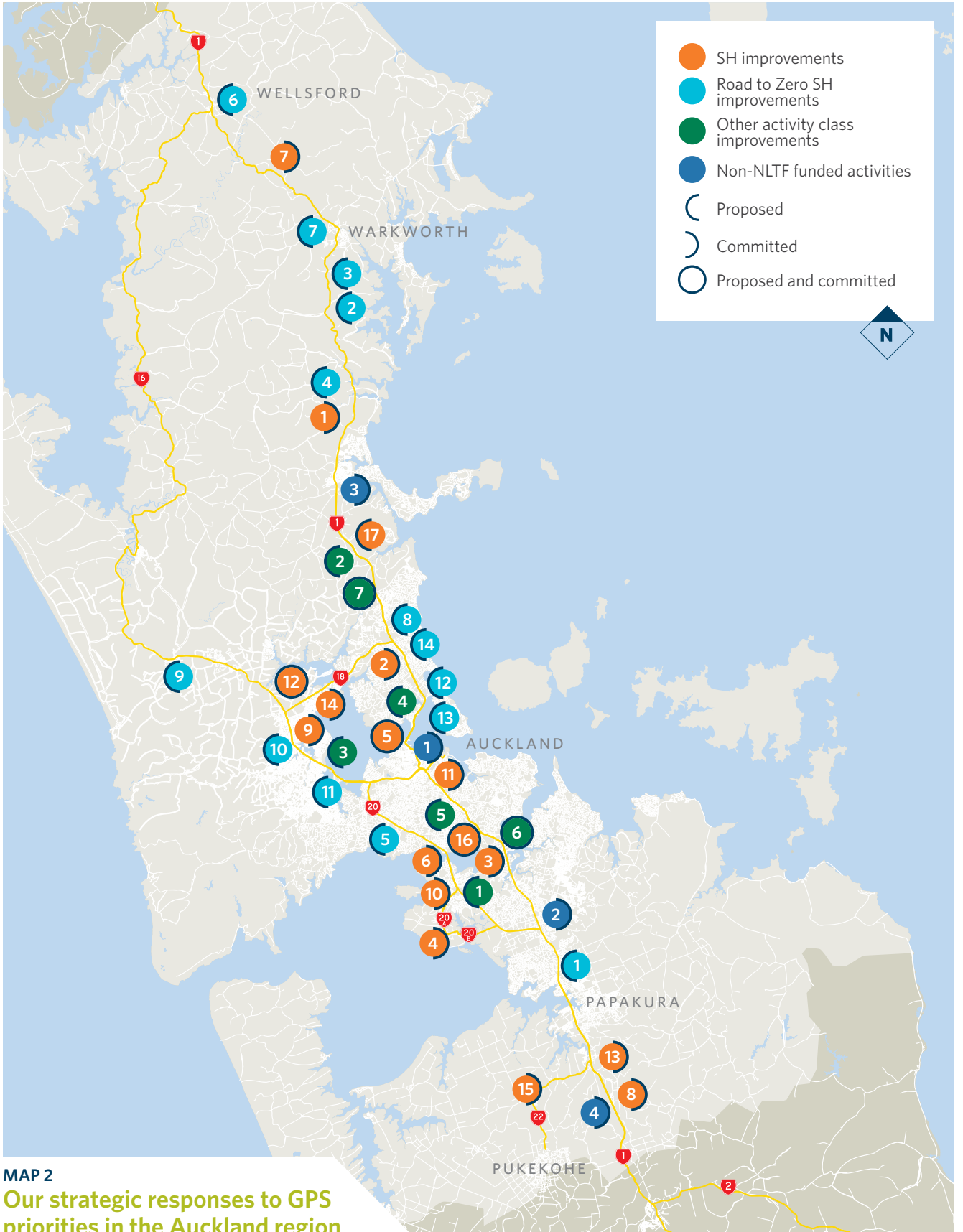
MAP 1
Key insights in the Auckland region

Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

TABLE 1

Our strategic responses to GPS priorities in the Auckland region

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
ASR1	<p>Auckland Transport Alignment Project (ATAP, 2018) committed projects:</p> <ul style="list-style-type: none"> ▪ Puhoi-Warkworth motorway ▪ Northern corridor improvements and Northern busway extension to Albany ▪ Manukau-Papakura motorway widening (Southern Corridor improvements) – debt repayment ▪ SH16 Brigham Creek-Waimauku ▪ Kirkbride Rd grade separation – debt repayment ▪ Dome Valley Safety Improvements ▪ Warkworth to Wellsford designation ▪ Manukau Harbour Crossing and Cycling Bridge ▪ Supporting Growth Alliance ▪ SH20B PT improvements ▪ Glen Innes to Tāmaki cycleway ▪ SH16 Interim Bus Improvements (NLTF portion) ▪ ITS Improvement Programme (Transport OS) ▪ Road to Zero Infrastructure, Speed Management, and Education programmes ▪ Other minor state highway improvements 	All	Assessed through NLTP process
ASR2	<p>Government's support to get our cities moving, save lives and boost productivity:</p> <ul style="list-style-type: none"> ▪ Northern Pathway – Westhaven to Akoranga ▪ Mill Road corridor ▪ Penlink ▪ SH1 Papakura to Drury South 	All	New Zealand Upgrade Programme



MAP 2
Our strategic responses to GPS priorities in the Auckland region

TABLE 2

Proposed state highway programme for Auckland region

(Subject to review following ATAP 2020 update)

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Committed activities funded from state highway improvements*								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$\$
-	Supporting Growth Alliance	SHI	NLTF	BTO	DBC, PRE	PTY	PRE, IMP	\$\$
-	Auckland Transport System Optimisation	SHI	NLTF	All	IMP	IMP	IMP	\$\$
1	SH1 Puhoi to Warkworth	SHI	NLTF	BTO	IMP, PTY			\$\$\$
2	Auckland Accelerated Programme: Northern Corridor improvements	SHI	NLTF	BTO	IMP, PTY			\$\$\$
3	Auckland Accelerated Programme: Southern Corridor improvements (debt repayment)	SHI	NLTF	BTO	DBT	DBT		\$\$\$
4	SH20A to Airport (debt repayment)	SHI	NLTF	BTO	DBT			\$\$
5	SH1 Additional Waitematā Harbour Connections	SHI	NLTF	BTO	INV, PTY	INV, PTY		\$\$
6	Manukau Harbour Crossing Walking and Cycling bridge	SHI	NLTF	BTO	IMP			\$\$
7	SH1 Warkworth to Wellsford	SHI	NLTF	BTO	PTY			\$\$
8	Weigh Right Bombay	SHI	NLTF	IFC	IMP, PTY			\$
9	Western Ring Road	SHI	NLTF	BTO	IMP			\$
10	20Connect – Airport Access Improvements	SHI	NLTF	BTO	PTY, PRE		IMP	\$\$\$
11	Weigh Right Stanley Street	SHI	NLTF	IFC	IMP			\$
12	SH16-SH18 Connections	SHI	NLTF	BTO	DBC			\$
13	SH1 Drury South to Bombay	SHI	NLTF	BTO	DBC, PRE	PTY	PTY	\$\$
14	SH16 Brigham Creek to Waimauku	SHI	NLTF	BTO	PRE, IMP			\$\$\$
15	SH22 Crown Road Improvements	SHI	NLTF	BTO	IMP			\$
16	East West Link	SHI	NLTF	BTO		PTY		\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
-	Preventing Wrong Way Drivers	SHI	NLTF	Safety	IMP			\$
-	Programme business case development	SHI	NLTF	All		DBC	DBC	\$\$

*Commitments made under the 2018 GPS, contribution as indicated.

Proposed activities funded from state highway improvements

5	SH1 Additional Waitematā Harbour Connections	SHI	NLTF	BTO			IMP	\$\$\$
12	SH16-SH18 Connections (Squadron Drive)	SHI	NLTF	BTO		IMP	IMP	\$\$\$
16	East West Link	SHI	NLTF	BTO		IMP	IMP	\$\$\$
17	HOV Support for Penlink (supporting NZUP)	SHI	NLTF	All	IMP	IMP		\$\$\$
-	Noise Mitigation improvements	SHI	NLTF	CC	IMP	IMP	IMP	\$\$\$

Proposed Road to Zero state highway safety activities (greater than \$2m per activity)

-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$\$
-	Regional Speed Management and Safety Infrastructure activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
1	SH1 Dilworth Foot Bridge to Papakura Stream Bridge	R2Z	NLTF	Safety	IMP			\$\$
2	SH1N Pohuehue Bridge to Hikaue Bridge	R2Z	NLTF	Safety	IMP			\$\$
3	SH1N McKinney Road to Pohuehue Bridge	R2Z	NLTF	Safety	IMP			\$\$
4	SH1N Hikaue Bridge to Billing Road	R2Z	NLTF	Safety	IMP			\$
5	SH20 Great South Road to Ernie Pinches Bridge	R2Z	NLTF	Safety	IMP			\$
6	SH1 Centennial Park Road to Wayby Valley Road	R2Z	NLTF	Safety		IMP		\$
7	SH1 Hudson Road to Phillips Road	R2Z	NLTF	Safety	IMP			\$
8	SH1 and Greville Road off-ramp intersection	R2Z	NLTF	Safety		IMP		\$
9	SH16 and Main Road intersection	R2Z	NLTF	Safety	IMP			\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
10	SH16 and SH18 intersection	R2Z	NLTF	Safety		IMP		\$
11	SH16 Waima Haslett Bridge to Whau River Bridge	R2Z	NLTF	Safety	IMP		IMP	\$
12	SH1N Onepoto Bridge to Dilworth Bridge	R2Z	NLTF	Safety	IMP			\$
13	SH1N Onepoto Stream Bridge	R2Z	NLTF	Safety		IMP		\$
14	SH1N Oteha Valley Road to Onepoto Bridge	R2Z	NLTF	Safety		IMP		\$

Proposed public transport infrastructure activities

-	Supporting Growth route protection programme	PTI	NLTF	BTO	DBC			\$
1	20Connect – SH20B Early Improvements	PTI	NLTF	BTO	PRE, IMP			\$\$
2	SH1 North of Albany PT Improvements	PTI	NLTF	BTO	DBC	PRE	IMP	\$\$\$
3	North West Rapid Transit improvements	PTI	NLTF	BTO	DBC, PRE	PRE, IMP	IMP	\$\$\$
4	Auckland Accelerated Programme Northern Corridor improvements (Northern Busway)	PTI	NLTF	BTO	IMP			\$\$\$
5	City Centre to Mangere Light Rail	PTI	NLTF	BTO	PRE, PTY	PTY		\$\$\$

Proposed and committed walking and cycling activities

6	Glen Innes to Tāmaki shared path – sections 1 and 2	WC	NLTF	BTO	IMP			\$\$
7	Northern Pathway – Akoranga to Constellation	WC	NLTF	BTO	PRE	IMP		\$\$\$

Proposed walking and cycling activities

-	Walking and Cycling Low Cost Low Risk	WC	NLTF	All	IMP	IMP	IMP	\$
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Proposed investment management activities

-	Strategic business case development	IM	NLTF	All		DBC	DBC	\$\$
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Committed non-NLTF funded activities

1	Northern Pathway – Westhaven to Akoranga	-	NZUP	BTO	PRE, , PTY	IMP	IMP	\$\$\$
2	Mill Road corridor	-	NZUP	BTO	PRE, IMP, PTY	IMP	IMP	\$\$\$
3	Penlink	-	NZUP	BTO	PRE, IMP, PTY	IMP, PTY	IMP	\$\$\$
4	SH1 Papakura to Drury South	-	NZUP	BTO	PRE, PTY	PRE, PTY	PRE	\$\$\$

WAIKATO

Road safety in the Waikato is a significant issue, with road deaths and serious injuries in the region accounting for more than 20% of national road casualties each year. It's a complex problem that requires a collaborative, multi-agency approach. Adding to this, the region's extensive road network and high traffic volumes on inter-regional routes increases the risk of travel.

We will be focusing our investment priorities on improving the region's road safety culture with a focus on speed management and supporting our most vulnerable transport users. More widely, our activities in the region include:

- **Providing better travel options** and responding to climate change through targeted improvements to public transport access and priority on the state highway network in Hamilton along with improvements to rural bus stops and the first stage of a cycleway connecting Hamilton and Cambridge and a suite of improvements to suburban cycle routes adjacent to or across state highways.
- **Improving freight connections** by completing existing projects which support key inter-regional freight routes by making journeys safer, more efficient and resilient. This work includes the continued development of the Waikato Expressway as well as SH3 Awakino Tunnel Bypass.
- **Improving safety** on our roads which has been further strengthened by the launch of *Road to Zero: New Zealand's road safety strategy 2020-2030*. Road to Zero has a vision of a New Zealand where no one is killed or seriously injured in road crashes. Our contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

We'll work with our safety partners in Waikato to engage and deliver the Road to Zero Infrastructure and Speed Management Programme and ensure an integrated approach across state highways and local roads across this region.

We will also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school. Safety cameras play a critical role in preventing dangerous driving that puts peoples' lives at risk.

We'll be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads.

We will continue to work in partnership with key agencies including NZ Police, to deliver regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use.

IMPACT OF COVID-19

In the medium to long-term, we don't expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19. The 10-year outlook remains largely unchanged. The growth in Hamilton metro area will continue, albeit more slowly than previously projected, and demand for multimodal distribution function will continue, centred on Hamilton. Domestic tourism destinations including the Coromandel, Raglan and Taupō may experience an increase in travel demand, at least in the short term.

Youth, Māori and Pasifika are expected to be disproportionately impacted by job losses, particularly in areas where deprivation levels are already high. There will be an ongoing need for transport services to support COVID-19 recovery by improving access to employment, training and essential services for vulnerable communities.

Work to ensure the effective integration of land-use and transport remains a priority, to support mode shift and reductions in greenhouse gas emissions. This includes sequencing of development, ensuring growth areas are serviced with active mode and public transport infrastructure and services, and linking housing to employment and essential services.

CONTEXT TO OUR PROPOSED INVESTMENT

Improving safety

Through our Road to Zero Infrastructure and Speed Management Programme, we are focused on delivering infrastructure improvements and speed management through targeted investment on Waikato's roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

Within the Waikato region over the next three years, we are looking to invest \$167m to make 320km of state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by just over 16%.

We will be working with our safety partners in Waikato to engage and deliver the Road to Zero Infrastructure and Speed Management Programme to ensure an integrated approach across state highways and local roads for this region.

Better travel options

As the major urban centre for the region, Hamilton is our focus for this strategic priority. Hamilton needs a significant shift to public transport, walking and cycling to address its reliance on private vehicles. Hamilton has high dependence on private vehicles to access employment hubs from city suburbs and surrounding towns, which increases the length of journeys to work. This also contributes to high carbon dioxide emissions.

We will continue to work closely with our Hamilton-Waikato metro spatial plan partners to successfully integrate transport with land use to maximise opportunities for mode shift. We'll also invest in bus priority and walking and cycling measures on the state highway network within Hamilton to complement our partners' investments.

We expect to deliver a number of nationwide regulatory improvements, education and advertising campaigns, and operational policies and practices to support our partners in their efforts to drive mode shift. This includes supporting trials of street changes to encourage mode shift, that can be adapted quickly and implemented at low cost, together with bus priority at key sections of the state highway within the city.

Better freight connections

32% of the country's freight movements go into, out of, or through Waikato by rail and road. It's important to provide resilient and robust road and rail connections for freight between Auckland, Hamilton, Tauranga and key freight hubs, as well as the routes south to Taranaki, Wellington and the South Island to support the national and regional economy. We will continue to ensure the nationally and regionally significant freight connections are available and reliable.

We will continue to implement our inter-regional state highway improvement projects on SH1, SH3 and SH2 in addition to operating and maintaining the state highway network to agreed levels of service for key freight connections in the region. We will continue to invest in technology solutions which enable ourselves and partners to optimise the use of the transport system to make journeys more reliable and resilient.

Climate change

Vehicle emissions are a significant contributor to climate change - the impacts of which have a significant impact on the transport system. We have a dual responsibility to influence the reduction of vehicle emissions and improve the resilience of the transport network to climate change. We will continue to work with local investment partners to develop a balanced transport system to serve the region's growing needs and reduce its reliance on private vehicles.

A national evidence base of vulnerability and exposure of New Zealand's highway network to natural hazards was endorsed by the Waka Kotahi Board in May 2020. A regional risk assessment identified five major and extreme risks within the Waikato area.

These relate predominantly to landslip, erosion, flooding along SH1, as well as the potential for and ice/snow along SH5 (Kaweka Ranges). The most significant risk was rated as erosion risk along Lake Karapiro. Waka Kotahi will work to complete a number of projects to enhance the region's resilience, including projects at Awakino, Kirikiri Stream and Kōpaki. Flood protection is a particular issue and we propose to invest in low cost, low risk resilience activities to address this and other resilience challenges across the region over the next three years.

We will deliver to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to galvanise a shift to a low carbon, safe and healthy land transport system.

Working together

Strong alignment with our partners will be critical to successfully implementing mode shift in Hamilton. We will continue to work closely with our partners on the Hamilton Waikato Metro Spatial Plan and other key initiatives that support the sustainable growth of Hamilton. We will work with partners to:

- implement walking and cycling network improvements across the existing Hamilton city footprint, particularly those providing access to and through areas where increased land use density is planned
- complete network optimisation plans that help to improve the utilisation of all transport networks and travel modes and customer travel choices to deliver mode shift objectives. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means
- encourage and support complementary projects to the New Zealand Upgrade Programme (Waikato Package) activities which positively contribute to the outcomes sought by government from the programme by looking for opportunities to accelerate business cases, align implementation and make procurement and consultation more efficient
- support the planned shift from a 'coverage' to 'frequency' bus network by implementing priority lanes in the south and around the Waikato Hospital
- work to support completion of the Metro Spatial Plan, and subject to completion of that plan, develop multimodal connections between Peacocke's and wider Hamilton that minimises travel demand, and supports the uptake of shared and active modes.

We will continue to work with our partners to identify and develop opportunities as part of ongoing engagement on integrated land use and transport planning.

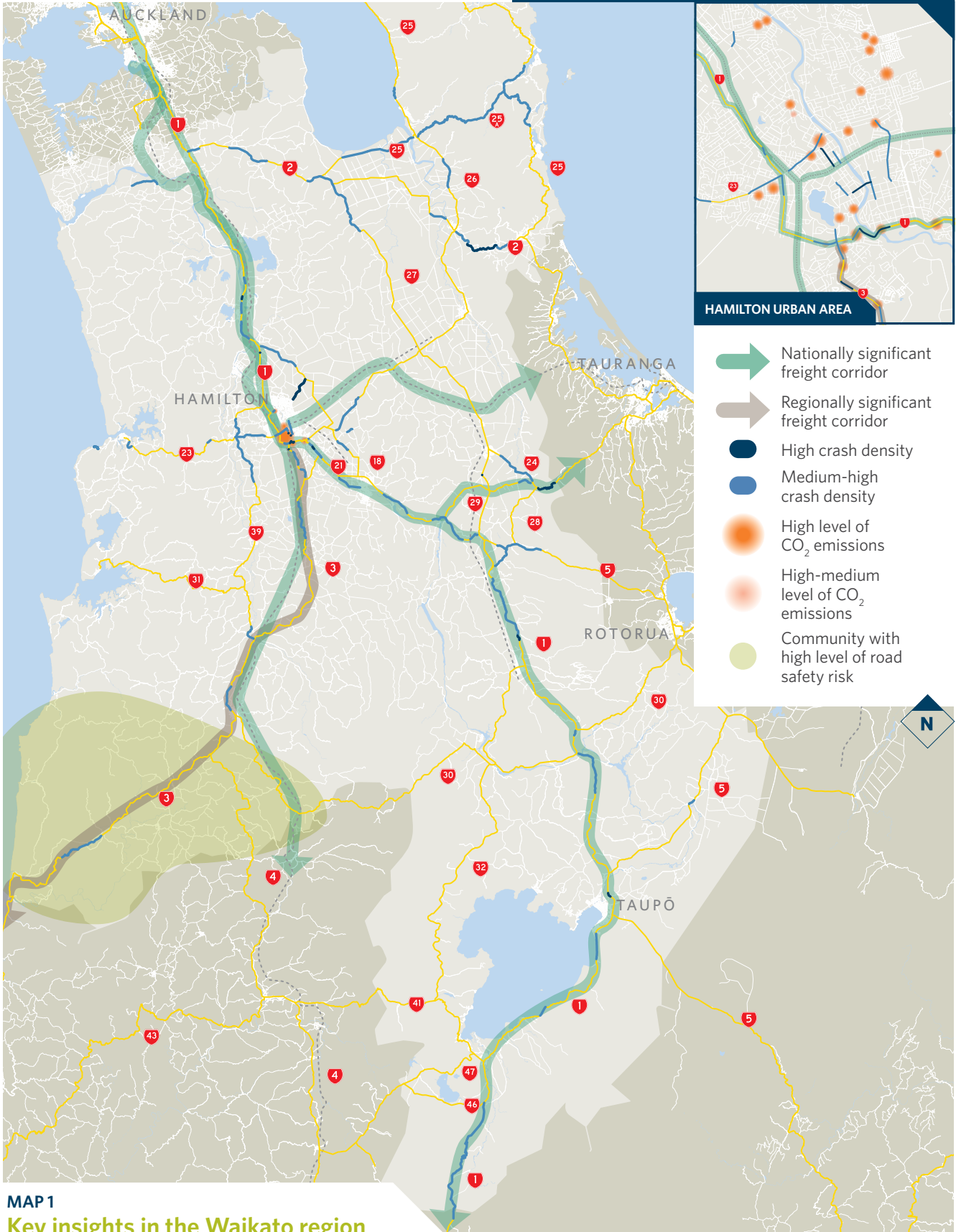
HAMILTON

160,848
Urban area population

89%
Of journeys to work by private motorised vehicle

59%
Jobs accessible within 45 mins by private motorised vehicle

48%
Jobs accessible within 45 mins by the next best mode (cycling)



Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

TABLE 1

Our strategic responses to GPS priorities in the Waikato region

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
WKTSR1	Continue to operate reliable freight connections along state highways between Hamilton and Auckland, Tauranga, Taupo and New Plymouth	IFC	Regional maintenance, operations and Renewals
WKTSR2	Reduce alcohol/drug impairment, increase seatbelt use and reduce speeding in Waitomo and Ōtorohanga through road policing and behaviour change activities	Safety	Regional maintenance, operations and Renewals
WKTSR3	Support completion of the Hamilton Metro Spatial Plan and the mode shift plan to deliver mode shift through integrated land use and transport planning	BTO	Regional maintenance, operations and Renewals
WKTSR4	Development and implement mode shift activities in Hamilton around key activity centres	BTO	Regional maintenance, operations and Renewals
WKTSR5	Road to Zero Infrastructure and Speed Management Programme	Safety	Regional maintenance, operations and Renewals
	Government's support for regional economic development: <ul style="list-style-type: none"> SH1/29 Intersection Improvements 	All	New Zealand Upgrade Programme

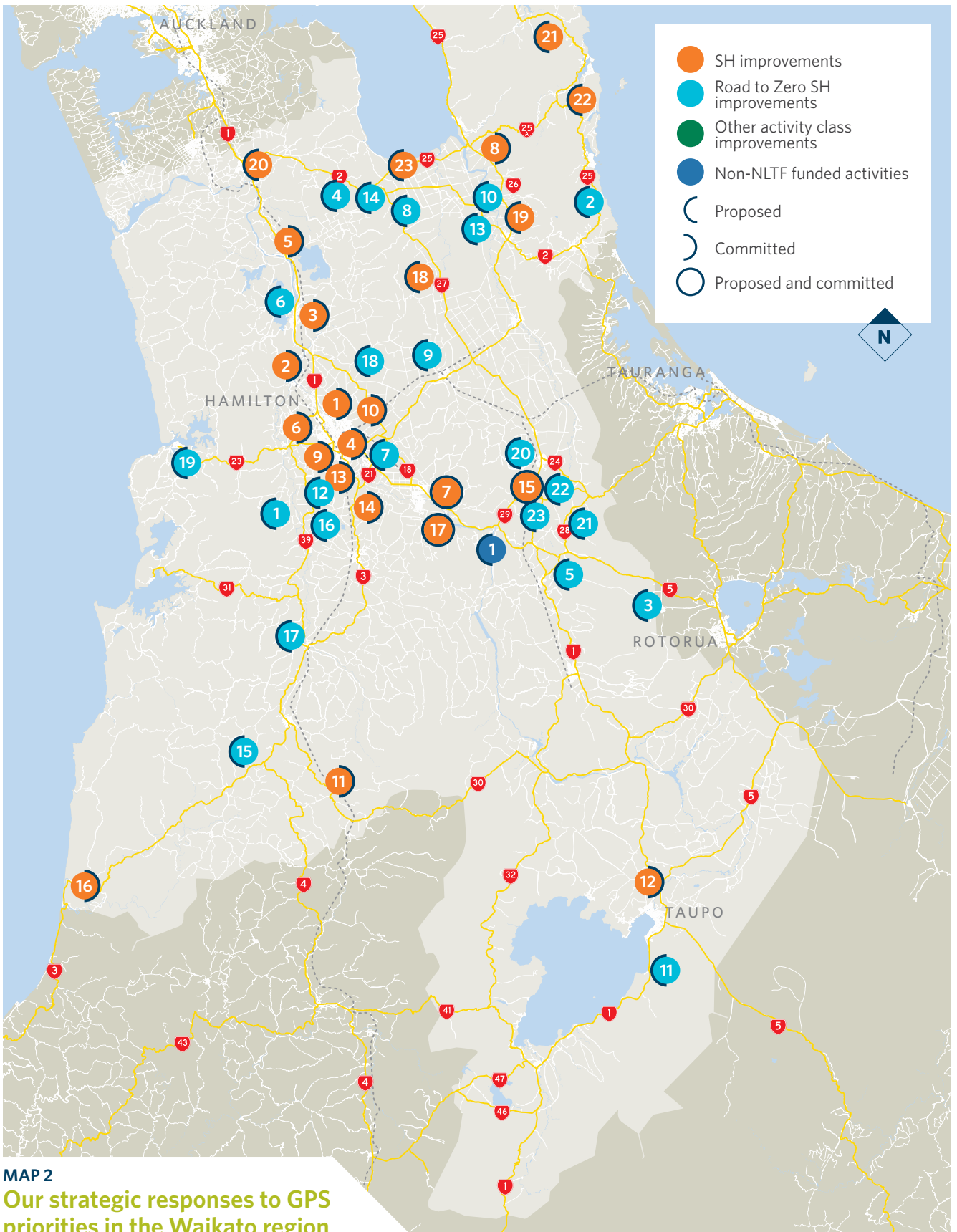


TABLE 2

Proposed state highway programme for Waikato region

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Committed state highway improvement activities*								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$\$
1	SH1 WEX Hamilton Section	SHI	NLTF	BTO	IMP			\$\$
2	SH1 WEX Ngāruawāhia Section	SHI	NLTF	BTO	IMP			\$\$
3	SH1 WEX Huntly Section	SHI	NLTF	BTO	IMP, PTY	IMP		\$\$
4	SH1 WEX Cambridge Section	SHI	NLTF	BTO	IMP, PTY			\$
5	SH1 WEX Long Swamp Section	SHI	NLTF	BTO	IMP	IMP		\$
6	SH1 WEX Te Rapa Section	SHI	NLTF	BTO	IMP			\$\$
7	SH1 Cambridge to Piarere Long Term improvements	SHI	NLTF	BTO	PRE, PTY			\$\$
8	SH26 Kirikiri Stream Bridge replacement	SHI	NLTF	BTO	PRE, IMP, PTY	IMP		\$\$
9	Hamilton Southern Links	SHI	NLTF	BTO	INV, PTY	PTY	PTY	\$\$
10	Hamilton Ring Road – Wairere-Cobham Interchange	SHI	NLTF	BTO	IMP			\$\$
11	SH30 Kōpaki Bridge replacement	SHI	NLTF	BTO	PRE, IMP, PTY			\$\$
12	Weigh Right Taupo	SHI	NLTF	IFC	IMP			\$
13	SH1 South East Hamilton improvements	SHI	NLTF	BTO	PRE, IMP, PTY			\$
14	SH3 SH21 Intersection improvements	SHI	NLTF	BTO	IMP			\$
15	SH29 Piarere to Te Poi	SHI	NLTF	BTO			DBC	\$
16	SH3 Awakino to Mt Messenger improvements	SHI	NLTF	All	IMP			\$\$
-	Programme business case development	SHI	NLTF	All		DBC	DBC	\$\$

* Commitments made under the 2018 GPS, contribution as indicated.

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Proposed state highway improvement activities								
7	SH1 Cambridge to Piarere Long Term improvements	SHI	NLTF	BTO	PRE	PTY	IMP	\$\$\$
15	SH29 Piarere to Te Poi	SHI	NLTF	BTO		PRE	IMP	\$
17	SH1 Cambridge to Piarere Short Term improvements (supporting NZUP)	SHI	NLTF	All	IMP			\$\$
Proposed end of life structure replacements (greater than \$2m per activity)								
18	Ohinekaua Stream Bridge	SHI	NLTF	All	IMP			\$
19	Komata River Bridge	SHI	NLTF	All			IMP	\$
20	Ramarama Stream Bridge	SHI	NLTF	All		IMP		\$
21	Pepe Stream	SHI	NLTF	All	IMP			\$
22	Manaia River Bridge	SHI	NLTF	All			IMP	\$
23	Waitakaruru Canal Bridge	SHI	NLTF	All			IMP	\$
Proposed Road to Zero capital state highway safety activities (greater than \$2m per activity)								
-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
-	Regional Speed Management and Safety Infrastructure activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
1	SH39/SH23 to Duncan Road	R2Z	NLTF	Safety		IMP		\$\$
2	SH25 Hot Water Beach Road to Ocean Beach Road	R2Z	NLTF	Safety	IMP	IMP		\$\$
3	SH5 Webster Road to Waiohotu Road	R2Z	NLTF	Safety		IMP		\$\$
4	SH2 Kojeroa Road to Rawiri Road	R2Z	NLTF	Safety	IMP			\$
5	SH28/SH1 to SH5	R2Z	NLTF	Safety		IMP		\$
6	SH1N Tregoweth Lane to Wright Street	R2Z	NLTF	Safety	IMP			\$
7	SH1 Cobham Drive and Normandy Avenue intersection	R2Z	NLTF	Safety	IMP			\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
8	SH2/SH25 to SH27	R2Z	NLTF	Safety	IMP			\$
9	SH26 Schollum Road to Avenue Road	R2Z	NLTF	Safety		IMP		\$\$
10	SH1 and Block Road intersection	R2Z	NLTF	Safety	IMP			\$
11	SH1N Taupō to Waitahanui	R2Z	NLTF	Safety	IMP			\$\$
12	SH1N and Grey Street intersection	R2Z	NLTF	Safety	IMP			\$
13	SH2 and Hauraki Road intersection	R2Z	NLTF	Safety	IMP			\$
14	SH2 and SH27 intersection	R2Z	NLTF	Safety	IMP			\$
15	SH3 and SH4 intersection	R2Z	NLTF	Safety	IMP			\$
16	SH3 Raynes Road intersection	R2Z	NLTF	Safety	IMP			\$
17	SH3/SH27 to SH31	R2Z	NLTF	Safety		IMP		\$\$
18	SH1B and Holl Road intersection	R2Z	NLTF	Safety	IMP			\$
19	SH23 and Te Mata Road intersection	R2Z	NLTF	Safety	IMP			\$
20	SH27 and Puketutu Road intersection	R2Z	NLTF	Safety	IMP			\$
21	SH5 and SH28 intersection	R2Z	NLTF	Safety	IMP			\$
22	SH29 and SH27 intersection	R2Z	NLTF	Safety	IMP			\$
23	SH29 and Te Poi Road intersection	R2Z	NLTF	Safety	IMP			\$

Proposed public transport infrastructure activities

-	Hamilton Urban improvements – Bus stop hotspots	PTI	NLTF	BTO	IMP	IMP		\$
-	SH Rural Bus Stops	PTI	NLTF	BTO	DBC, PRE, IMP			\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Proposed walking and cycling activities								
-	SH1 Hamilton to Cambridge Cycle connection - section 1	WC	NLTF	BTO	IMP			\$
-	Hamilton Urban Improvements - suburban cycle routes	WC	NLTF	BTO	PTY			\$
-	Walking and Cycling Low Cost Low Risk	WC	NLTF	All	IMP	IMP	IMP	\$
Proposed investment management activities								
-	Strategic business case development	IM	NLTF	All		DBC	DBC	\$\$
Committed non-NLTF funded activities								
1	SH1 SH29 Intersection improvements	-	NZUP	All	DBC	PRE, IMP		\$\$

BAY OF PLENTY

The Bay of Plenty's economy is largely based on export industries including tourism, horticulture and forestry with the Port of Tauranga being a significant contributor to New Zealand's economy. While the Western Bay of Plenty is one of the fastest growing areas of New Zealand, other parts of the region are falling behind.

In the centre of the region, Rotorua, Whakatāne and Ōpōtiki are beginning to experience reasonable population and economic growth after a flat period in the late 2000s and early 2010s. By contrast, outside of the main towns, the eastern and southern areas of the region have not experienced the same growth.

We're working with partners on a number of growth management processes in the region such as SmartGrowth (Tauranga and Western Bay of Plenty), Urban Form and Transport Initiative (UFTI), Rotorua Connect, Rotorua Spatial Plan, Access Whakatāne and Eastern Bay of Plenty Beyond Today. This is to ensure future economic growth supports healthy communities and safe sustainable transport choices.

Ensuring Bay of Plenty's roads are safe is a priority. Improving safety on our roads has been further strengthened by the launch of *Road to Zero: New Zealand's road safety strategy 2020-2030*. Road to Zero has a vision of a New Zealand where no one is killed or seriously injured in road crashes.

Our contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

We'll be working alongside our local road safety partners to engage and deliver on the Road to Zero Infrastructure and Speed Management Programme to ensure an integrated approach across state highways and local roads in the Bay of Plenty.

We will also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school.

Safety cameras play a critical role in preventing dangerous driving that puts people's lives at risk. We'll be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads.

We'll continue to work with partners to develop regional behaviour change programmes, supported by investment in the national programme of road safety education and advertising.

More widely, our activities in the region include:

- Improving freight and tourism connections by completing existing projects which support key inter-regional freight routes by making journeys safer, more efficient and resilient. This work includes the continued development of SH30 Eastern Corridor Rotorua Connect and Waihī to Ōmokoroa.
- Providing better travel options and responding to climate change through maximising opportunities to support the uptake of public transport, walking and cycling are incorporated into our projects.

IMPACT OF COVID-19

In the medium to long-term, we don't expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19. The 10-year outlook remains largely unchanged. However, the current situation is an opportunity to re-evaluate the scale, location and sequencing of growth and investment planned as the pace of growth, particularly in Tauranga City and Western Bay of Plenty district, is expected to be slower than pre-COVID-19 projections.

As a major tourism destination, Rotorua will be negatively impacted by the drop-off in international tourists, although this may be offset in part by an increase in domestic tourism, at least in the short-term.

Pre-existing growth pressures across the Western Bay of Plenty still need to be addressed, but there is an opportunity to re-evaluate the sequencing of growth and investment planned through the Urban Form and Transport Initiative (UFTI).

This ensures that the right growth areas are serviced at the right time with active modes, public transport infrastructure and services, linking housing to employment and essential services to support mode-shift and reduce greenhouse gas emissions.

Transport needs to play its part in supporting the recovery, and providing safe and reliable connections to Port of Tauranga remain critical to supporting national recovery efforts. Youth, Māori and Pasifika are expected to be disproportionately impacted by job losses, particularly in areas where deprivation levels are already high. There will be an on-going need for transport services to support COVID-19 recovery by improving access to employment, training and essential services for vulnerable communities.

CONTEXT TO OUR PROPOSED INVESTMENT

Improving safety

Through our Road to Zero Infrastructure and Speed Management Programme, we are focused on delivering infrastructure improvements and speed management through targeted investment on the Bay of Plenty's roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

Within the Bay of Plenty region over the next three years we are looking to invest \$49m to make 251km of state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by 10%.

We'll work closely with our Bay of Plenty partners to engage and deliver on the Road to Zero Infrastructure and Speed Management Programme, to ensure an integrated approach across state highways and local roads across the region.

Improving freight and tourism connections

We will continue to ensure the nationally and regionally significant freight connections are reliable to support the national and regional economies. The Port of Tauranga is a significant contributor to New Zealand's economy, handling 25% of the country's imports and exports. Maintaining safe, reliable and robust 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 is critical to supporting both regional and national economies.

Rotorua is one of New Zealand's top five tourist destinations and Tauranga is a key cruise ship stop-off point for international visitors. While the COVID-19 pandemic has significantly impacted tourism demands in the short term, maintaining safe and reliable access to Rotorua and its attractions will be important to support post-COVID-19 recovery efforts.

Over the next three years, we will continue to invest in the SH30 Eastern Corridor as well as SH2 Waihī to Omokoroa, which complements the New Zealand Upgrade Programme investment in the Tauranga Northern Link.

Across the wider network, we will continue to operate and maintain the state highway network to agreed levels of service for key freight and tourism connections in the region.

Better travel options and climate change

Ensuring there are suitable safe alternatives to the private car, particularly in Tauranga will be essential if communities and businesses are to thrive. There are also opportunities for increasing walking, cycling and public transport use in the Rotorua urban area.

We will continue to work closely with our SmartGrowth partners on land use and transport matters. This includes the next stages of UFTI, such as the Western Bay of Plenty Transport System Plan, finalising the Western Bay of Plenty sub-region spatial plan, implementation of the Te Papa Plan, as well as the implementation of the Bay of Plenty mode shift plan.

While no commitment can be made to investment from the NLTF beyond that work in the next three years, we expect to deliver a number of nationwide regulatory improvements, education and advertising campaigns, and operational policies and practices to support our partners in their efforts to drive mode shift. This includes supporting trials of street changes to encourage mode shift that can be adapted quickly and implemented at low cost.

Vehicle emissions are a significant contributor to climate change – the impacts of which have a significant impact on the transport system. We have a dual responsibility to influence the reduction of vehicle emissions and improve the resilience of the transport network to climate change.

We will continue to work with local investment partners to develop a balanced transport system to serve the region's growing needs and reduce its reliance on private vehicles. We're proposing to invest \$3.8m in improving the resilience of SH29 over the Kaimai Range. We will deliver to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to galvanise a shift to a low carbon, safe and healthy land transport system.

A national evidence base of vulnerability and exposure of New Zealand's highway network to natural hazards was endorsed by the Waka Kotahi Board in May 2020. A regional risk assessment identified a total of 12 major and extreme risks within the Bay of Plenty region. These relate to rockfall, landslip, erosion, flooding and coastal inundation/erosion. The highest rated risk was the Waiōeka Gorge which sits within the Bay of Plenty and provides connection to Gisborne. Coastal risks are high now and are anticipated to increase due to climate change.

Working together

Strong alignment with our partners will be critical to successfully implementing mode shift and ensuring sustainable growth. Particularly, we will:

- maintain strong alignment with partners on the direction agreed through UFTI and the Bay of Plenty Mode Shift Plan to successfully achieve ambitious shift goals for the city and region
- maintain strong alignment to complete the Western Bay of Plenty Transport System Plan
- continue to collaborate with regional partners on the region's growth management and land transport planning
- during 2021-24, we will work with partners to complete network optimisation plans that help to improve the utilisation of all transport networks and travel modes and improve customer travel choices to deliver mode shift objectives. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means
- support regional economic initiatives from the Provincial Growth Fund (eg Ōpōtiki marine development, Whakatāne Wharf and city centre developments, Kawerau Container Terminal), and provide careful monitoring to ensure success
- seek to encourage and support complementary projects to the New Zealand Upgrade Programme (Bay of Plenty Package) which positively contribute to the outcomes sought by government from the programme by looking for opportunities to accelerate business cases, align implementation and make procurement and consultation more efficient.

We recognise the potential for growth in and around Rotorua to support a safe and thriving city, with better travel options (access to public transport, walking and cycling options) and mitigating climate change by supporting the transition to a low emissions economy.

We will continue to work with our partners on identifying and developing those opportunities as part of our ongoing engagement on integrated land use and transport planning.

We will also support delivery of the SH30 Eastern Corridor Rotorua Connect and work with Rotorua Council to explore innovative ways to progress the full programme.

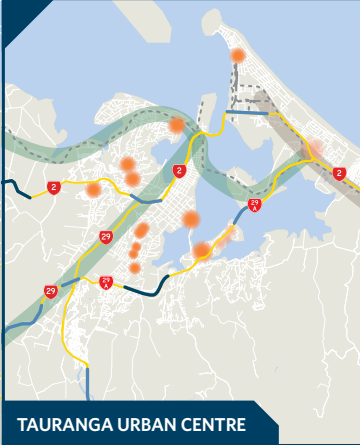
TAURANGA

136,608
Urban area population

92%
Of journeys to work by private motorised vehicle

53%
Jobs accessible within 45 mins by private motorised vehicle

29%
Jobs accessible within 45 mins by the next best mode (cycling)



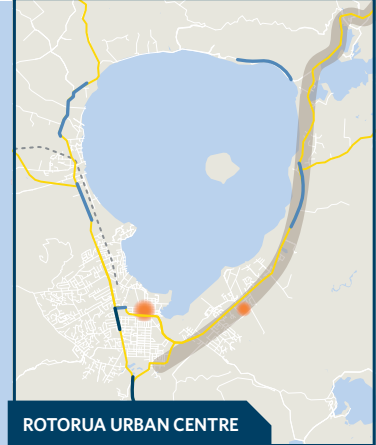
ROTORUA

54,222
Urban area population

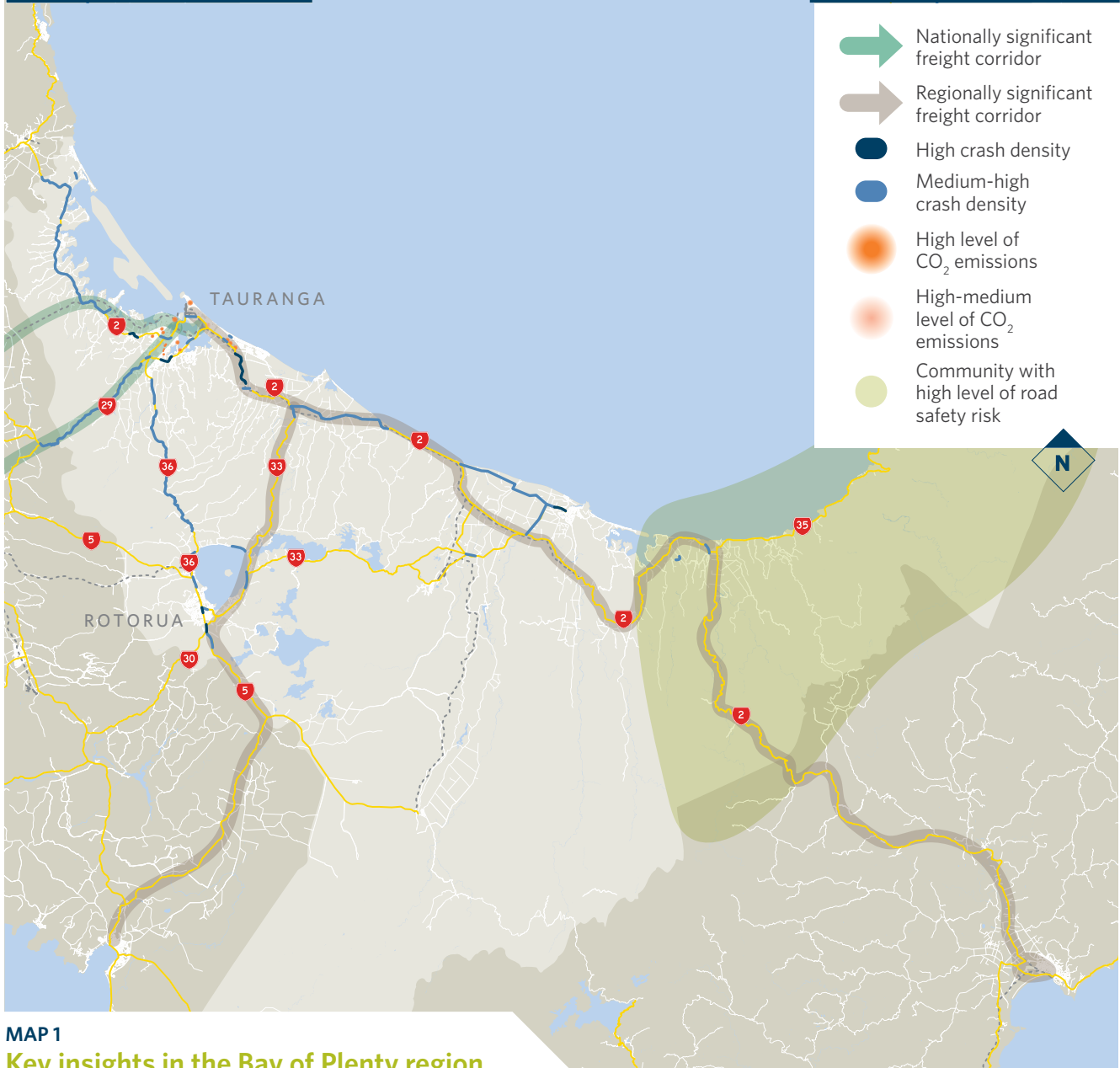
92%
Of journeys to work by private motorised vehicle

54%
Jobs accessible within 45 mins by private motorised vehicle

44%
Jobs accessible within 45 mins by the next best mode (cycling)



- Nationally significant freight corridor
- Regionally significant freight corridor
- High crash density
- Medium-high crash density
- High level of CO₂ emissions
- High-medium level of CO₂ emissions
- Community with high level of road safety risk



Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

TABLE 1

Our strategic responses to GPS priorities in the Bay of Plenty region

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
BSR1	Continue to operate reliable freight connections along: <ul style="list-style-type: none"> ▪ SH2 between Tauranga and Gisborne ▪ SH29 between Hamilton and Tauranga 	IFC	Regional maintenance, operations and Renewals
BSR2	Reduce drug/alcohol impairment and increase seat belt use in the Ōpōtiki and Kawerau districts through road policing and behaviour change activities	Safety	Assessed through NLTP process
BSR3	Implement mode shift activities in Tauranga	BTO	UFTI, Mode Shift Plan and the NLTP process
BSR4	Develop and implement mode shift activities in Rotorua, particularly better connected active mode networks and public transport networks	BTO	Assessed through NLTP process Mode Shift Plan
BSR5	Road to Zero Infrastructure and Speed Management Programme	Safety	Assessed through NLTP process Mode Shift Plan
BSR6	ITS Improvement Programme (Transport OS) in Tauranga	BTO	Assessed through NLTP process Mode Shift Plan
	Government's support for regional economic development: <ul style="list-style-type: none"> ▪ Tauranga Northern Link ▪ SH2 Omokoroa to Te Puna 	All	New Zealand Upgrade Programme

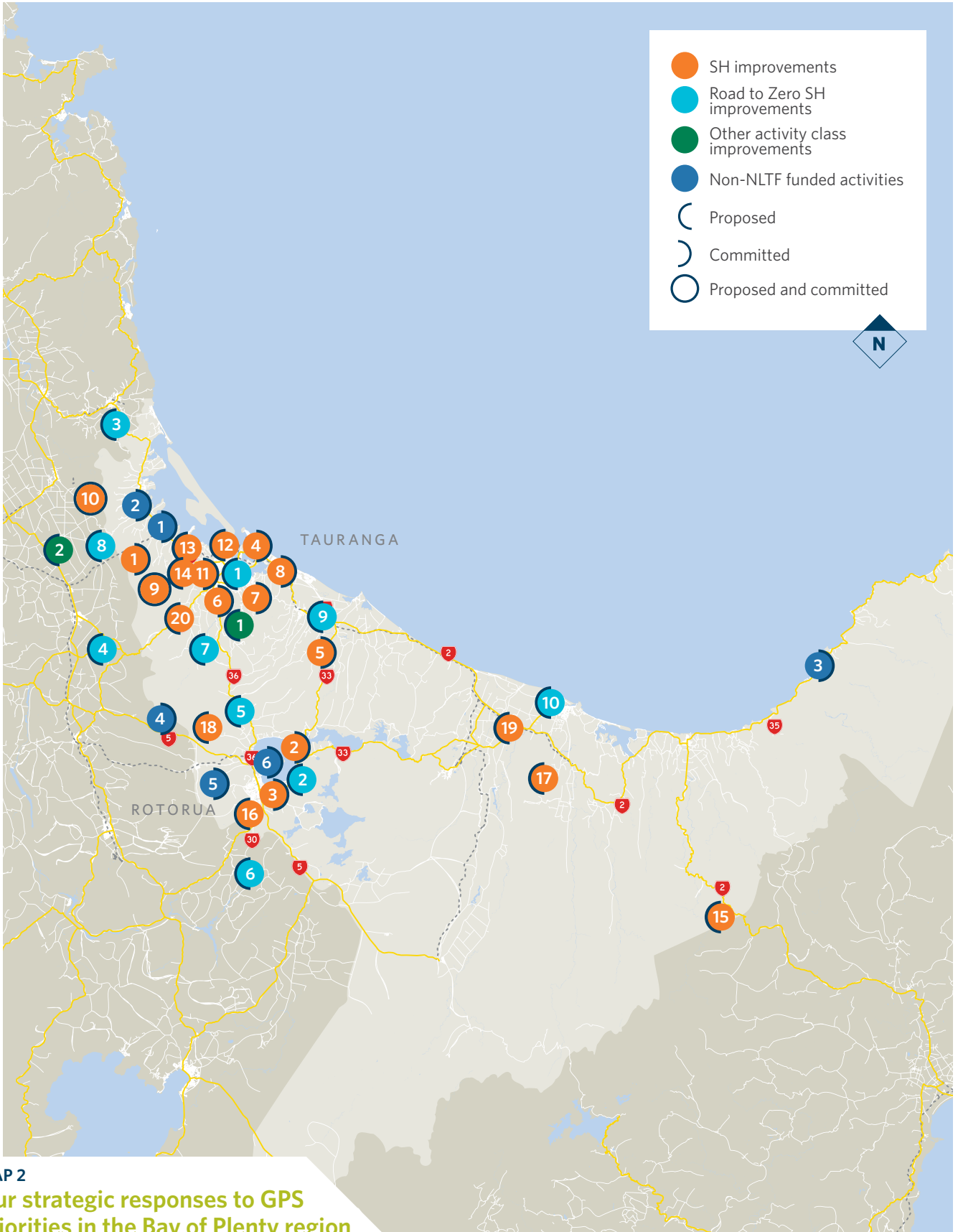


TABLE 2

Proposed state highway programme for Bay of Plenty region

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Committed state highway improvement activities*								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$
1	W2T Waihi to Omokoroa safer corridor	SHI	NLTF	Safety			IMP	\$\$
2	SH30A Urban Revitalisation, Connect Rotorua	SHI	NLTF	BTO	IMP			\$
3	SH30 Eastern corridor, Connect Rotorua	SHI	NLTF	BTO	IMP, PTY			\$\$
4	Weigh Right Tauranga Port	SHI	NLTF	IFC	IMP, PTY			\$
5	Weigh Right Paengaroa	SHI	NLTF	IFC	IMP, PTY			\$
6	Hairini Link – stage 4	SHI	NLTF	BTO	IMP	IMP		\$
7	Tauranga Eastern Link	SHI	NLTF	BTO	IMP, PTY			\$
8	SH2 Baypark to Bayfair upgrade and underpass	SHI	NLTF	BTO	IMP			\$
9	SH29 Tauriko West Network connections	SHI	NLTF	BTO	DBC			\$
10	W2T Katikati Urban	SHI	NLTF	BTO	PTY		INV, PRE, PTY	\$\$
11	SH29A and optimisation package	SHI	NLTF	BTO	SSBC			\$

* Commitments made under the 2018 GPS, contributions as shown.

Proposed state highway improvement activities

9	SH29 Tauriko West Network connections	SHI	NLTF	BTO	DBC			\$
10	W2T Katikati Urban	SHI	NLTF	BTO	PTY		INV, PRE, PTY	\$\$
12	Hewletts Road sub-area access	SHI	NLTF	BTO	SSBC			\$
13	Tauranga: SH2 to City Centre (complementary to NZUP Tauranga Northern Link)	SHI	NLTF	BTO	PRE	IMP		\$\$
14	Tauriko – Cambridge Road early works	SHI	NLTF	All	IMP			\$
15	SH2 inter-regional connections (includes Waiōeka Gorge)	SHI	NLTF	IFC		PRE, IMP		\$\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Proposed end of life structure replacements (greater than \$2m per activity)								
16	Waingaehe Stream Bridge	SHI	NLTF	All			IMP	\$
17	Western Drain Bridge	SHI	NLTF	All			IMP	\$
18	Hauraki Stream Culvert/ Waterdrive	SHI	NLTF	All	IMP			\$
19	Te Rahu Canal Bridge	SHI	NLTF	All		IMP		\$
20	Omanawa River Bridge	SHI	NLTF	All			IMP	\$\$
Proposed Road to Zero capital state highway safety activities (greater than \$2m per activity)								
-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
-	Regional Speed Management and safety infrastructure activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
1	SH29A Truman Lane to Maungatapu Road	R2Z	NLTF	Safety	IMP		IMP	\$\$
2	SH30 SH33 Cookson Road	R2Z	NLTF	Safety	IMP			\$
3	SH2 Athenree Road intersection	R2Z	NLTF	Safety	IMP			\$
4	SH29 Cambridge Road to Rapurapu Road	R2Z	NLTF	Safety	IMP			\$\$
5	SH36 Waiteti Road to Tauranga Direct Road	R2Z	NLTF	Safety	IMP			\$
6	SH5 SH30 Tumunui Road	R2Z	NLTF	Safety		IMP		\$\$
7	SH36 Pyes Pa Road to Oropi Gorge Road	R2Z	NLTF	Safety		IMP		\$\$
8	SH2 Omokoroa Road intersection	R2Z	NLTF	Safety	IMP			\$
9	SH2 Wilson Road intersection	R2Z	NLTF	Safety	IMP			\$
10	SH30 Awakeri to Whakatāne improvements	R2Z	NLTF	Safety	IMP			\$\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Proposed public transport infrastructure activities								
1	SH29A multimodal corridor and intersection improvements at Barkes Corner and Takitimu Drive roundabout to support strategic PT journey from Tauriko to the City Centre	PTI	NLTF	BTO			IMP	\$\$
Proposed investment management activities								
-	Tauranga Transport Model	IM	NLTF	All	IMP	IMP	IMP	\$
-	Strategic business case development	IM	NLTF	All		DBC	DBC	\$\$
-	Walking and Cycling Low Cost Low Risk	WC	NLTF	All	IMP	IMP	IMP	\$
Committed non-NLTF funded activities								
1	Tauranga Northern Link	-	NZUP		PRE, IMP, PTY	IMP	IMP	\$\$\$
2	W2T Omokoroa to Te Puna	-	NZUP		DBC, PRE, IMP, PTY	IMP, PTY	DBC, PRE, IMP	\$\$\$
3	HPMV SH2 Ōpōtiki to Gisborne Boundary	-	PGF		IMP			\$
4	SH5 Tarukenga to Ngongotahā	-	Regional		PRE			\$
5	SH5 SH36 Ngongotahā improvements	-	Regional		PRE			\$
6	SH30 Eastern Corridor Stage 2	-	Regional		IMP			\$\$

GISBORNE

As one of the country's most remote regions with challenging social and economic conditions, the government has recognised this with increased investment in recent years to improve access to social and economic opportunities and to help diversify the economy.

Our main investment focus in Gisborne is to support and enable delivery of the government's regional development package. We will also respond to the region's relatively poor safety record by focusing on improving safety on the road network.

This has been further strengthened by the launch of *Road to Zero: New Zealand's road safety strategy 2020–2030*. Our contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

We will work with our safety partners to engage and deliver on the Road to Zero Infrastructure and Speed Management Programme and ensure an integrated approach across state highways and local roads across the region.

We will also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school.

Safety cameras play a critical role in preventing dangerous driving that puts people's lives at risk. We'll be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads

We will also focus on driver behaviour change, particularly alcohol or drug impairment and speeding. More widely, our activities in the region include ensuring key tourism and freight routes are safe and resilient.

IMPACT OF COVID-19

We don't expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19, given the relative resilience of the Gisborne economy. The 10-year outlook remains largely unchanged. However, maintaining safe and reliable connections to Eastland Port and to Hawke's Bay and Bay of Plenty remain critical to supporting the region's economic recovery.

CONTEXT TO OUR PROPOSED INVESTMENT

Improving safety

Through our Road to Zero Infrastructure and Speed Management Programme, we're focused on delivering infrastructure improvements and speed management through targeted investment on Gisborne's roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

Over the next three years we're looking to invest \$20m in the Gisborne region, making 81km of state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by nearly 2%.

Better freight connections

With a limited rail network and an economy dominated by primary production and tourism, Gisborne relies heavily on SH2 and SH35 to access key regional destinations, including Eastland Port and tourism sites, together with wider markets, ports and distribution hubs across the North Island. The geography of the region means these routes have significant resilience challenges, particularly through the Waiōeka Gorge on SH2.

Over the next three years we'll continue to investigate options to improve safety and resilience on SH2 and SH35, as part of the government's Regional Economic Development and Provincial Growth Fund programmes. This work will complement investment planned by Waka Kotahi to investigate safer passing opportunities on SH35, together with ongoing investment in state highway operations, maintenance, and renewals programmes to support safe and reliable journeys across the network.

Better travel options and climate change

Gisborne has a limited number of public transport services and around 90% of trips to work are by private vehicle. Over recent years, central and local government partners have invested in a number of initiatives to improve travel choice and encourage the uptake of walking, cycling and public transport.

We will continue to work with local investment partners to develop a balanced transport system to serve the region's growing needs and reduce its reliance on private vehicles. This includes continuing to investigate options to improve cycling facilities in the SH35 corridor, in and around Wainui. We will also continue to work with partners to progress the feasibility study for a Napier to Gisborne Cycleway, as part of the government's Regional Economic Development programme.

We also expect to deliver a number of nationwide regulatory improvements, education and advertising campaigns, and operational policies and practices to support our regional partners in their efforts to drive mode shift. This includes supporting trials of street changes to encourage mode shift, that can be adapted quickly and implemented at low cost. Further, we will deliver to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to galvanise a shift to a low carbon, safe and healthy land transport system.

Working together

We will continue to work closely with our key partners in Gisborne to:

- ensure the integrated planning of land use, networks and corridors
- supporting delivery of, and complementary projects to, the regional development and provincial growth fund activities in the Gisborne region. This will include looking for opportunities to accelerate business cases, align implementation and make procurement and consultation more efficient
- investigate innovative ways to progress the Eastland Port Access and Waiōeka Gorge (covered under Bay of Plenty) programmes
- work with partners to complete network optimisation plans that help to improve the utilisation of all transport networks and travel modes and customer travel choices. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means.

GISBORNE

34,533

Urban area population

93%

Of journeys to work by private motorised vehicle

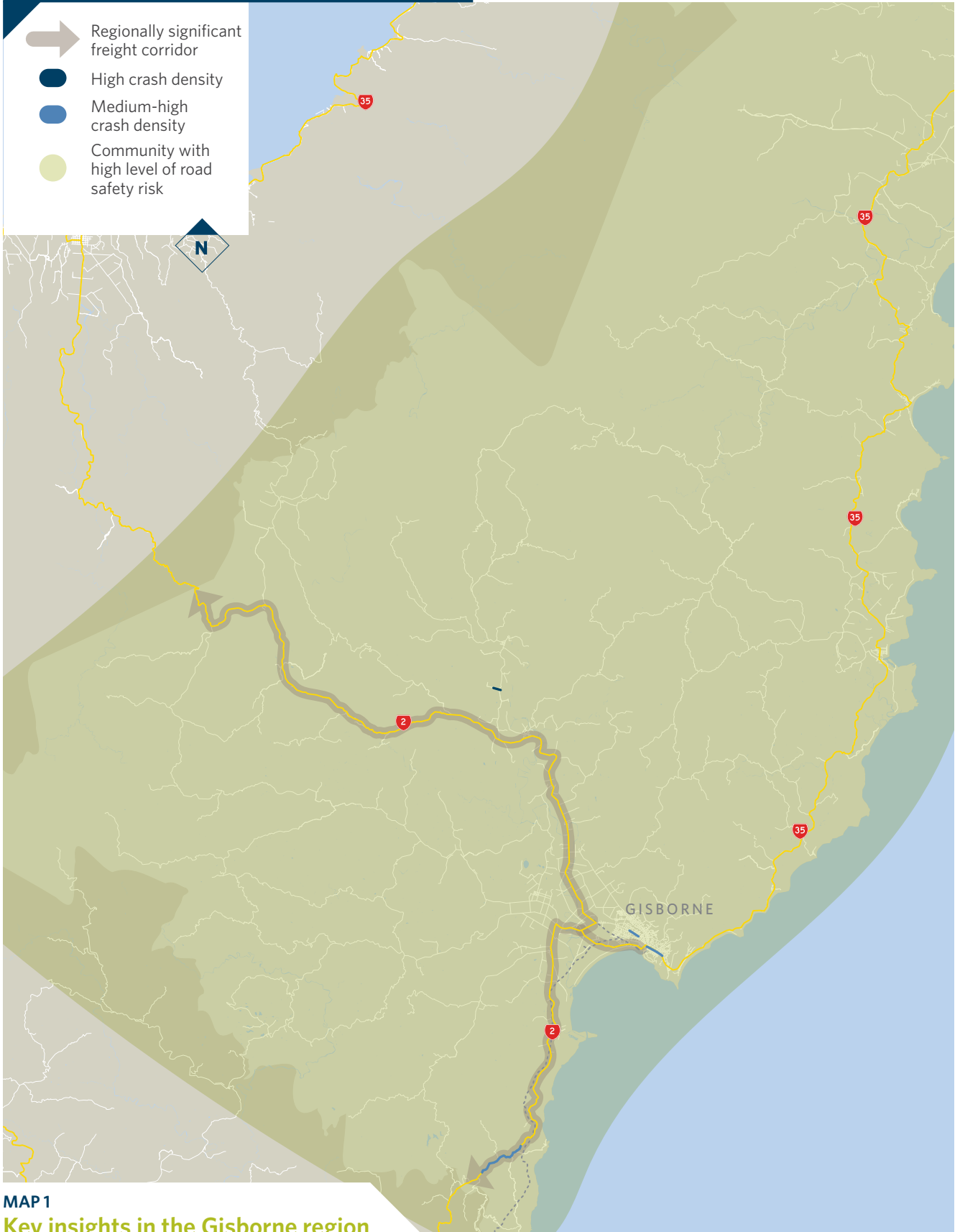
57%

Jobs accessible within 45 mins by private motorised vehicle

42%

Jobs accessible within 45 mins by the next best mode (cycling)

- Regionally significant freight corridor
- High crash density
- Medium-high crash density
- Community with high level of road safety risk



MAP 1

Key insights in the Gisborne region

Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

TABLE 1

Our strategic responses to GPS priorities in the Gisborne region

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
SR1	Continue to operate reliable freight connections along SH2	IFC	Regional maintenance, operations and Renewals
SR2	Safety interventions targeting high-risk intersections, and run-off road crashes on high-risk rural roads. This includes high-volume roads with high collective and personal risk	Safety	Assessed by location and activity class through NLTP process
SR3	Separated facilities for existing walking and cycling infrastructure across the urban area of Gisborne where there is significant use	Safety	Assessed by location and activity class through NLTP process
SR4	Targeted road policing and behaviour change programmes with a focus on alcohol and drug impairment, people not wearing seat belts and speeding across the whole region	Safety	Assessed by location and activity class through NLTP process
SR5	Speed management to provide safe and appropriate speeds on high-risk rural roads. Targeted use of safety cameras to reduce speeding	Safety	Assessed by location and activity class through NLTP process
SR6	Growing walking and cycling networks to provide access into and within the central city from surrounding suburbs and enabling safe journeys to schools	BTO	Assessed by location and activity class through NLTP process
SR7	Improved public transport services, with a focus on supporting access to essential services for non-drivers such as SuperGold and school bus services	BTO	Assessed by location and activity class through NLTP process
SR8	Tairāwhiti Rooding Package	BTO	Provincial Growth Fund

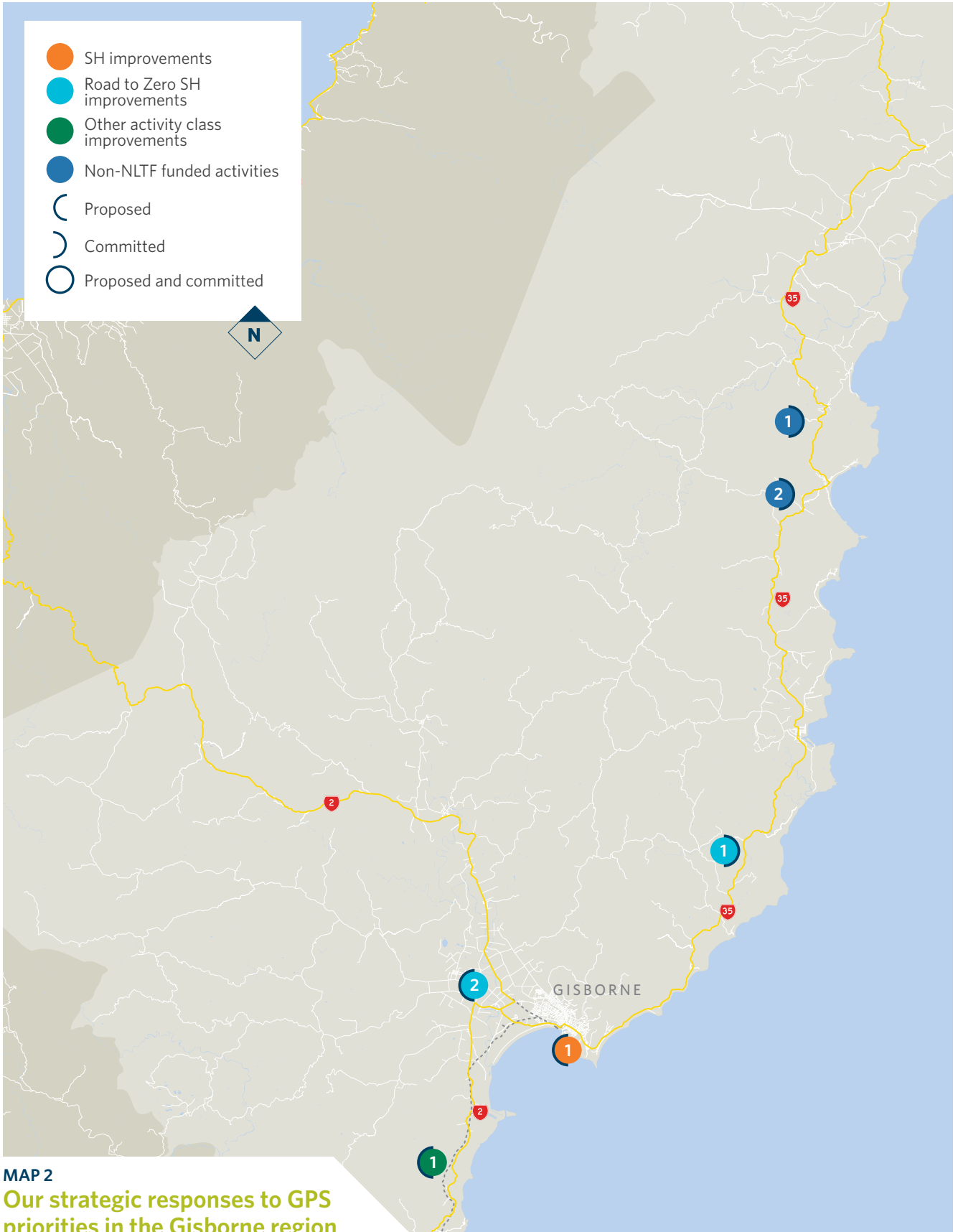


TABLE 2

Proposed state highway programme for Gisborne region

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Committed state highway improvement activities*								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$
-	Programme business case development	SHI	NLTF	All		DBC	DBC	\$
* Commitments made under the 2018 GPS, contributions as shown.								
Proposed state highway improvement activities								
1	Eastland Port Access	SHI	NLTF	BTO	DBC	IMP		\$
Proposed Road to Zero capital state highway safety activities (greater than \$2m per activity)								
-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
-	Regional Speed Management and Safety Infrastructure activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
1	SH35 Wharf Road to Sirrah Street	R2Z	NLTF	Safety			IMP	\$\$
2	SH2 and Saleyards Road intersection	R2Z	NLTF	Safety	IMP			\$
Proposed walking and cycling activities								
1	Napier to Gisborne Cycleway feasibility study	WC	NLTF	BTO	DBC	PRE	IMP	\$
-	Walking and Cycling Low Cost Low Risk	WC	NLTF	All	IMP	IMP	IMP	\$
Proposed investment management activities								
-	Strategic business case development	IM	NLTF	All		DBC	DBC	\$
Committed non-NLTF funded activities								
1	SH35 and Connecting Routes – resilience	-	PGF	CC	IMP			\$
2	SH35 and Connecting Routes – passing opportunities	-	PGF	BTO	PRE, IMP, PTY			\$\$

HAWKE'S BAY

Napier and Hastings together are home to nearly 80% of the region's population. They are the main employment centres, with primary production and processing jobs significant in the surrounding areas.

Prior to the COVID-19 pandemic, tourism and export log volumes at Napier Port were forecast to grow, with a small amount of population growth forecast in Napier and Hastings. Wairoa district in the north, and communities in the south of the region face ongoing challenges with static and declining populations, high unemployment and low incomes.

In the Hawke's Bay we will continue to direct the majority of its investment towards ensuring the state highway network is well maintained, resilient and safe. Our key areas of focus for activities will include:

- **Improving safety** on our roads has been further strengthened by the launch of *Road to Zero: New Zealand's road safety strategy 2020–2030*. Our contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

We will work with our safety partners to engage and deliver the on the Road to Zero Infrastructure and Speed Management Programme, and ensure an integrated approach across state highways and local roads in the Hawke's Bay region.

We will also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school. Safety cameras play a critical role in preventing dangerous driving that puts people's lives at risk. We'll be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads

We will continue to **work in partnership** with key agencies including NZ Police, to deliver regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use.

- **Improving freight connections** by completing existing projects which make inter-regional connections and routes to and from Napier Port safer, resilient and more efficient. This will complement government investment in roading improvements in the Wairoa and Central Hawke's Bay districts, to improve the safety and reliability of the key routes and to encourage economic growth.

IMPACT OF COVID-19

We don't expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19, given the relative resilience of the Hawke's Bay economy. The 10-year outlook remains largely unchanged. However, maintaining safe and reliable connections to Napier Port and between Napier and Palmerston North remain critical to supporting recovery.

CONTEXT TO OUR PROPOSED INVESTMENT

Improving safety

Through our Road to Zero Infrastructure and Speed Management Programme, we are focused on delivering infrastructure improvements and speed management through targeted investment on roads and roadsides in the Hawke's Bay region which offer the greatest potential for reducing deaths and serious injuries.

Within the Hawke's Bay region over the next three years we are looking to invest \$29m to make 76km of state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by 3.6%.

We will work with our safety partners to engage and deliver the on the Road to Zero Infrastructure and Speed Management Programme, to ensure an integrated approach to deliver safety improvements on SH2 and SH5, and across local roads in the Hawke's Bay region.

Improving freight connections

Safe and reliable state highway and rail connections between Napier Port and the freight and distribution hubs in Palmerston North are critical to supporting the region's economy.

Rail and road connections between Napier and Wairoa also provide a vital connection to primary production sectors and communities in the north.

We will continue to operate and maintain the state highway network to agreed levels of service for key freight connections in the region. Over the next three years, we expect to complete resilience improvements and investigations on SH2, north of Napier, to improve route reliability for people and freight.

In Central Hawke's Bay improvements are proposed on SH2, north of Waipukurau as part of the government's Regional Investment Opportunities package. This project will improve the efficiency and safety on this key freight route between Hawke's Bay, the Manawatū and Tairāwhiti and improve the connection to Napier Port.

The region is also expected to benefit from the construction of Te Ahu a Turanga: Manawatū-Tararua highway project, the alternate road between Manawatū and Hawke's Bay. Having a safe, reliable and efficient corridor to connect communities, and enable the flow of tourists and freight between Napier and the lower North Island is critical to the economic and social wellbeing of the region.

Better travel options and climate change

Ensuring there are suitable safe alternatives to the private car is essential if communities and businesses are to thrive, and for carbon reduction targets to be met.

In recent years, investment in cycle networks in the Napier/Hastings urban areas has seen a significant increase in the uptake of cycling for recreational and commuting purposes. Complementing this investment, the Heretaunga Plains Urban Development Strategy outlines a compact development plan as the preferred neighbourhood design in Napier and Hastings, which will help reduce long distance travel to access employment and essential services. We will continue to work with local investment partners to develop a balanced transport system to serve the region's growing needs and reduce its reliance on private vehicles.

Over the next three years, we will deliver a number of nationwide regulatory improvements, education and advertising campaigns, and operational policies and practices to support our regional partners in their efforts to drive mode shift. Further, we will deliver to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to galvanise a shift to a low carbon, safe and healthy land transport system.

A national evidence base of vulnerability and exposure of New Zealand's highway network to natural hazards was endorsed by the Waka Kotahi Board in May 2020. A regional risk assessment identified a total of 10 major and extreme risks within the Hawke's Bay region.

These relate to landslip, flooding, coastal inundation/erosion and earthquake/liquefaction. Of particular note are the risks at Whirinaki Bluff and Napier Airport, relating to coastal inundation and erosion which will be exacerbated by climate change and sea level rise.

WORKING TOGETHER

We will continue to work closely with our key partners in Hawke's Bay to:

- ensure the integrated planning of land use, networks and corridors
- work with partners to complete network optimisation plans that help to improve the utilisation of all transport networks and travel modes and customer travel choices. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means
- supporting delivery of, and complementary projects to, the regional development activities in Hawke's Bay. This will include looking for opportunities to accelerate business cases, aligning implementation and supporting efficient procurement and consultation processes
- explore innovative ways to progress the Napier Port Access programme.

HAWKE'S BAY

107,196
Urban area population

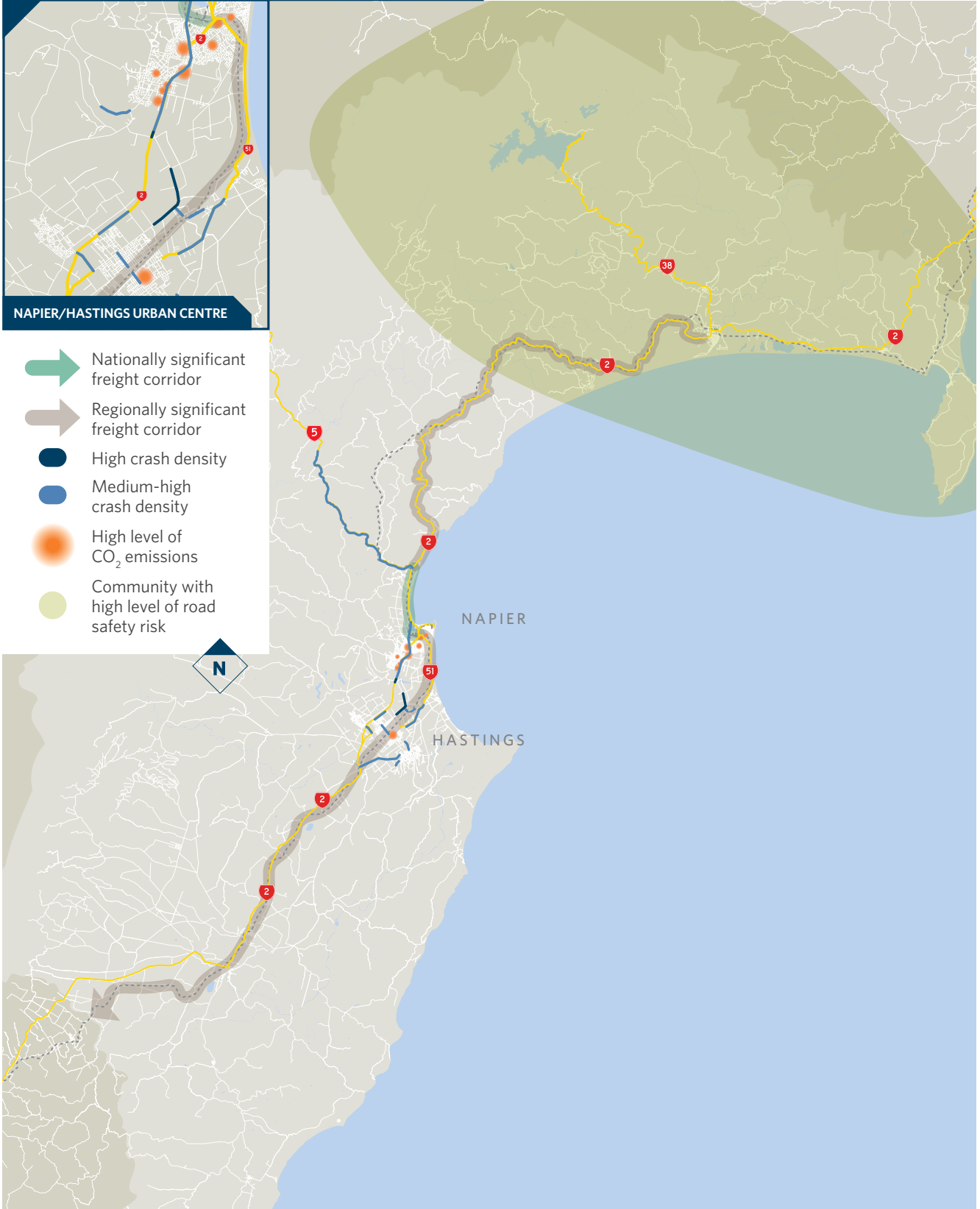
93%
Of journeys to work by private motorised vehicle

69%
Jobs accessible within 45 mins by private motorised vehicle

28%
Jobs accessible within 45 mins by the next best mode (cycling)



- Nationally significant freight corridor
- Regionally significant freight corridor
- High crash density
- Medium-high crash density
- High level of CO₂ emissions
- Community with high level of road safety risk



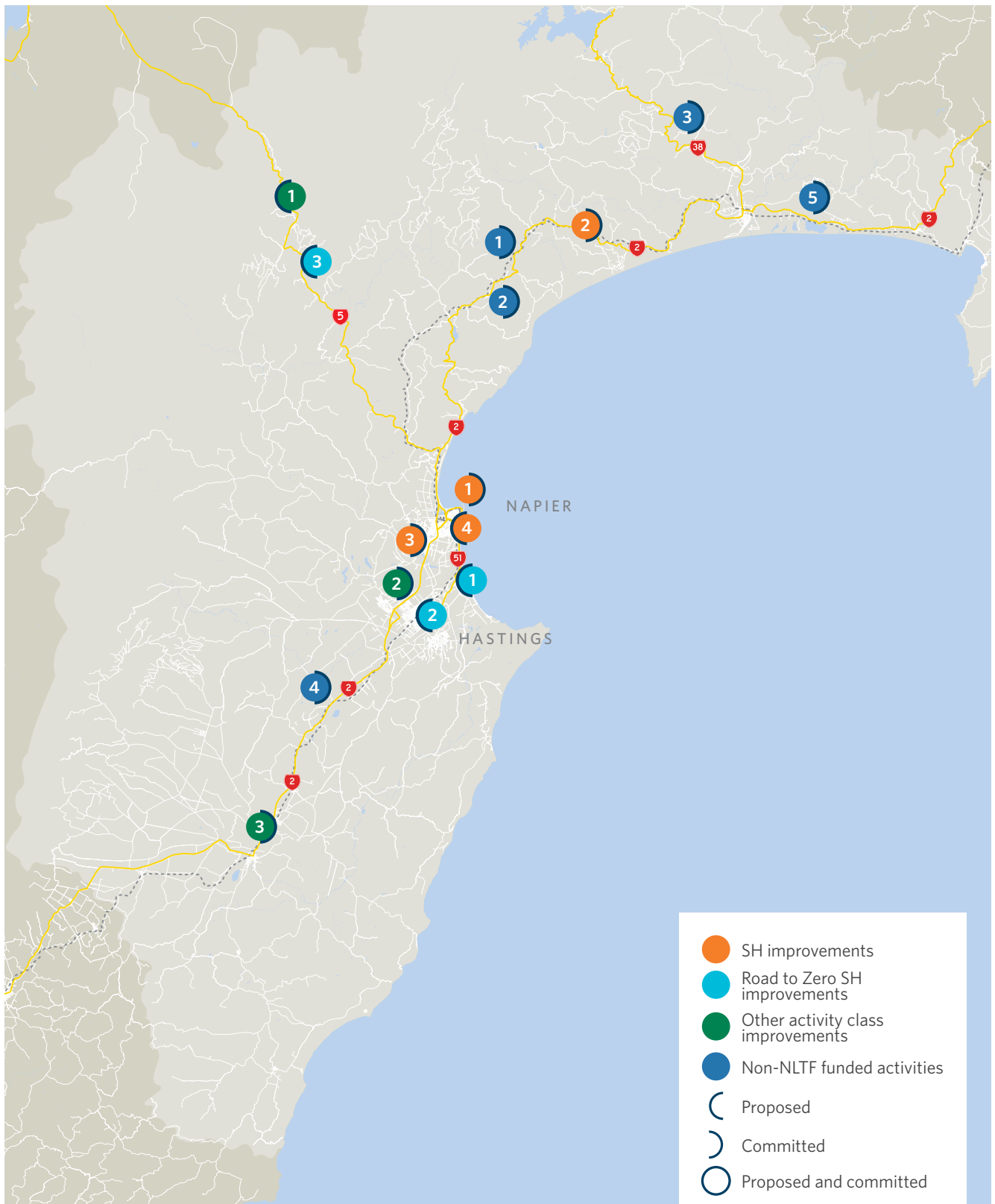
MAP 1
Key insights in the Hawke's Bay region

Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

TABLE 1

Our strategic responses to GPS priorities in the Hawke's Bay region

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
HSR1	Continue to operate reliable freight connections along state highways between Napier Port to Gisborne and Palmerston North	IFC	Regional maintenance, operations and Renewals
HSR2	Reduce drug/alcohol impairment, increase seat belt use and reduce driver fatigue in the Wairoa area through road policing and behaviour change activities	Safety	Assessed through NLTP process
HSR3	Develop and implement mode shift activities in Hastings and Napier around key activity centres, in particular better connected active mode networks and public transport (including on-demand) networks	BTO	Assessed through NLTP process
HSR4	Road to Zero Infrastructure and Speed Management Programme	Safety	Assessed through NLTP process



MAP 2
Our strategic responses to GPS priorities in the Hawke's Bay region



TABLE 2

Proposed state highway programme for Hawke's Bay region

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Committed state highway improvement activities*								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$
1	Weigh Right Napier Port	SHI	NLTF	IFC	IMP, PTY			\$
2	SH2 Raupunga Bluff enhanced resilience	SHI	NLTF	CC	IMP			\$
3	SH2 Prebensen Hyderabad intersection upgrade	SHI	NLTF	BTO	IMP			\$
-	Programme business case development	SHI	NLTF	All		DBC	DBC	\$
* Commitments made under the 2018 GPS, contributions as shown.								
Proposed state highway improvement activities								
4	Napier Port Access	SHI	NLTF	IFC	DBC	PRE		\$
Proposed Road to Zero capital state highway safety activities (greater than \$2m per activity)								
-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
-	Regional Speed Management and Safety Infrastructure activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
1	SH51 Ellison Street to Farndon Road	R2Z	NLTF	Safety	IMP			\$\$
2	SH51 Waipatu to Whakatu	R2Z	NLTF	Safety	IMP			\$\$
3	SH5 Napier to Taupō safety improvements	R2Z	NLTF	Safety	IMP	IMP		\$\$
Proposed investment management activities								
1	SH5 Napier to Taupō	IM	NLTF	BTO	PBC			
-	Strategic business case development	IM	NLTF	All		DBC	DBC	\$
Proposed public transport infrastructure activities								
-	State Highway Multimodal Access	PTI	NLTF	BTO	DBC	IMP		\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Proposed walking and cycling activities								
2	SH2 Hawke's Bay Expressway Cycleway	WC	NLTF	BTO	DBC			\$
3	SH2 Waipawa Bridge Shared Path clip-ons	WC	NLTF	BTO	IMP			\$
-	Walking and Cycling Low Cost Low Risk	WC	NLTF	All	IMP	IMP	IMP	\$
Committed non-NLTF funded activities								
1	Waikare Gorge	-	PGF	BTO	PRE, PTY			\$
2	SH2 Inter-regional connections: passing opportunities	-	PGF	BTO	PRE, IMP			\$\$
3	SH38 Wairoa to Murupara	-	PGF	BTO	DBC			\$
4	RIO SH2 College Road - Silverstream improvements	-	Regional	BTO	IMP			\$\$
5	RIO SH2 Tahaenui Bridge widening	-	Regional	BTO	IMP			\$

TARANAKI

Taranaki's economic reliance on freight intensive sectors, together with its relative isolation from major domestic markets and urban centres, means the region relies heavily on transport connections with the rest of the North Island for its economic and social wellbeing.

Over the coming NLTP period, our primary focus will be on completing major investments currently underway, and maintaining current levels of service on the state highway network. In addition, we are proposing to target Waka Kotahi-led activities towards:

- **Improving safety** on our roads which has been further strengthened by the launch of *Road to Zero: New Zealand's road safety strategy 2020-2030*. Road to Zero has a vision of a New Zealand where no one is killed or seriously injured in road crashes. Our contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

We will work with our safety partners in Taranaki to engage and deliver the Road to Zero Infrastructure and Speed Management Programme and ensure an integrated approach across state highways and local roads across this region.

We will also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school. Safety cameras play a critical role in preventing dangerous driving that puts people's lives at risk. We'll be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads.

We will continue to work in partnership with key agencies including NZ Police, to deliver regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use.

- **Improving freight connections** by improving the resilience and safety of key inter-regional freight routes, including completion of the Mount Messenger Bypass on SH3 and targeted safety improvements proposed as part of the Road to Zero Infrastructure and Speed Management Programme.
- **Providing better travel options and responding to climate change** by working with our local government partners to improve transport choices, particularly in the high growth area of New Plymouth and supporting the region's aspiration to transition to a low emissions economy.

IMPACT OF COVID-19

We do not expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19, given the relative resilience of the Taranaki economy. The 10-year outlook remains largely unchanged. However, maintaining safe and reliable connections north and south remain important to supporting the region's recovery.

CONTEXT TO OUR PROPOSED INVESTMENT

Improving safety

While Taranaki has relatively low levels of total death and serious injury crashes compared to other regions, the location of the crashes indicates increased risk on the networks in and around New Plymouth and Hāwera, on SH3 between these two centres, and high-risk rural roads. Addressing these safety risks will be a key focus for our activities in the 2021-24 NLTP period.

Through our Road to Zero Infrastructure and Speed Management Programme, we are focused on delivering infrastructure improvements and speed management through targeted investment on Taranaki's roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

Within the Taranaki region over the next three years we are looking to invest \$23m to make 61km of state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by just over 2%.

Better freight connections

Taranaki relies on a safe and reliable SH3 connection north to Waikato, and the road and rail connections southeast to Manawatū-Whanganui to enable the efficient movement of freight to and from the region. Investing in the maintenance and operation of the existing state highway network, to ensure key freight routes remain open and are reliable, will continue to be the primary focus.

We expect to complete the SH3 Mount Messenger Bypass, which will provide a safer and more reliable connection for freight moving between New Plymouth and upper North Island markets. In addition, we will seek to implement any recommended low-cost-low-risk activities on the state highway network that improves safety and freight efficiency.

These initiatives will complement investment in SH43, the Forgotten World Highway, as part of the government's Provincial Growth Fund. The SH43 upgrades include safety improvements and passing opportunities, which will help improve freight connections.

Better travel options

Taranaki is heavily reliant on private vehicles to move people around the region. Ensuring there are suitable safe alternatives to the private car, particularly in the growing urban centre of New Plymouth, will be essential if communities and businesses are to thrive and the wider region is to transition to a low emissions economy.

During 2021–24, we will continue to work with partners to improve network optimisation plans that help to improve the utilisation of all transport networks and travel modes and improve customer travel choices. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means.

Over the next three years we expect to deliver a number of nationwide regulatory improvements, education and advertising campaigns, and operational policies and practices that will be applied to the Taranaki region, particularly New Plymouth, to support our partners in their efforts to drive mode shift. This includes supporting trials of street changes to encourage mode shift, that can be adapted quickly and implemented at low cost.

These initiatives will complement other mode shift activities currently being implemented as part of New Plymouth District Council's 'Let's Go' programme, together with ongoing multi-agency investigations to better integrate land use and transport planning and provide for future growth in New Plymouth via the 'Keep New Plymouth Moving and Growing' business case.

Climate change

Vehicle emissions are a significant contributor to climate change – the impacts of which have a significant impact on the transport system. We have a dual responsibility to influence the reduction of vehicle emissions and improve the resilience of the transport network to climate change.

Through the Keep New Plymouth Moving and Growing business case, we will continue to work with local investment partners to develop a balanced transport system to serve the city's growing needs and reduce its reliance on private vehicles.

While there will not be any significant investment within the next NLTP period, this business case work marks a milestone in setting out a clear plan for the future of the transport system in New Plymouth, including increasing the availability of lower emission transport choices. We will also continue to engage with the 'H2 Taranaki' Hydrogen Ecosystem Development Centre in its role as land transport regulator, helping guide development of zero emission transport solutions.

A national evidence base of vulnerability and exposure of New Zealand's highway network to natural hazards was endorsed by the Waka Kotahi Board in May 2020. A regional risk assessment identified a total of 18 major risks within the Taranaki area. These relate predominantly to rockfall, landslip, erosion and flooding, primarily along SH3. All of the risks are rated major in the short term, but the majority are expected to come under increased pressure from storm intensity combined with relatively unstable terrain.

We are proposing to invest in low cost, low risk activities across the region, as well as delivering to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to galvanise a shift to a low carbon, safe and healthy land transport system.

WORKING TOGETHER

We recognise the potential for growth in and around New Plymouth to support a safe and thriving city, with better travel options (access to public transport, walking and cycling options).

We will continue to work with key partners including New Plymouth District Council and Taranaki Regional Council to ensure land use development and the transport networks in and around New Plymouth are well integrated and provide people with safe and appropriate travel choices.

We will work with partners to complete network optimisation plans that help to improve the utilisation of all transport networks and travel modes and customer travel choices. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means.

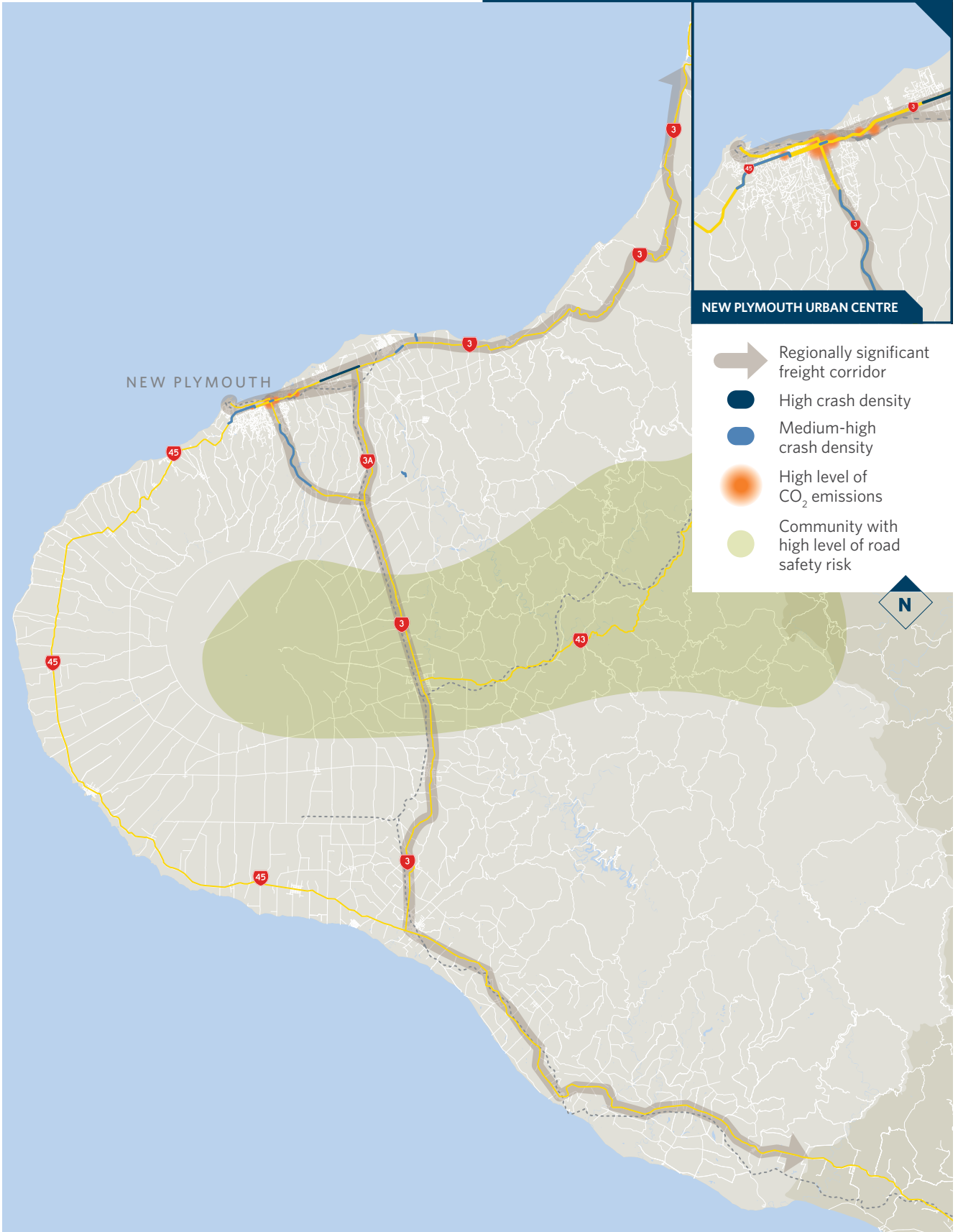
NEW PLYMOUTH






53,964
Urban area
population

92%
Of journeys to work
by private motorised
vehicle

56%
Jobs accessible within
45 mins by private
motorised vehicle

40%
Jobs accessible
within 45 mins by
the next best mode
(cycling)



-  Regionally significant freight corridor
-  High crash density
-  Medium-high crash density
-  High level of CO₂ emissions
-  Community with high level of road safety risk

Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

TABLE 1

Our strategic responses to GPS priorities in the Taranaki region

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
TS1	Continue to operate reliable state highway freight connections from New Plymouth to Hamilton and Palmerston North	IFC	Regional maintenance, operations and Renewals
TS2	Reduce drug/alcohol impairment, increase seat belt use and reduce speeding through road policing and behaviour change activities	Safety	Assessed through NLTP process
TS3	Develop and implement mode shift activities around key activity centres in New Plymouth, in particular continue to improve active mode network connections and public transport (including on-demand) networks	BTO	Assessed through NLTP process
TS4	Road to Zero Infrastructure and Speed Management Programme	Safety	Assessed through NLTP process
	Government's support for regional economic development: <ul style="list-style-type: none"> ▪ SH43 Beaconsfield Road Bridge improvement ▪ SH43 Passing Opportunities and Wayfinding ▪ SH43 Manawawiri Stream Culvert improvements ▪ SH43 Pohokura Stream Culvert improvements ▪ SH43 Forgotten World Highway ▪ SH3 Mt Messenger bypass ▪ SH43 sealing Tangariakau Gorge 	All	New Zealand Upgrade Programme Provincial Growth Fund



MAP 2
Our strategic responses to GPS priorities in the Taranaki region

TABLE 2

Proposed state highway programme for Taranaki region

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Committed state highway improvement activities*								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$
1	Normanby Overbridge replacement	SHI	NLTF	BTO	PTY, IMP			\$
2	SH3 Vickers Road to City upgrade	SHI	NLTF	BTO	IMP			\$
-	Programme business case development	SHI	NLTF	All		INV	INV	\$
* Commitments made under the 2018 GPS, contributions as shown.								
Proposed Road to Zero capital state highway safety activities (greater than \$2m per activity)								
-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
-	Regional Speed Management and Safety Infrastructure activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
1	SH3/3A Waitara to Bell Block	R2Z	NLTF	Safety	IMP			\$\$
2	SH3 and Mangati Road intersection	R2Z	NLTF	Safety	IMP			\$
3	SH3 Egmont Road to Ngahere Street	R2Z	NLTF	Safety	IMP			\$
4	SH3 Egmont Road to Flint Road	R2Z	NLTF	Safety		IMP		\$
5	SH3 and SH3A intersection	R2Z	NLTF	Safety	IMP			\$
6	SH3 Devon and Corbett Road intersection	R2Z	NLTF	Safety	IMP			\$
7	SH3 Main North Road and Princess Street intersection	R2Z	NLTF	Safety	IMP			\$
8	SH45 Hurford Road to Barrett Road	R2Z	NLTF	Safety	IMP			\$
Proposed investment management activities								
-	Strategic business case development	IM	NLTF	All		DBC	DBC	\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Committed non-NLTF funded activities								
1	SH43 Beaconsfield Road Bridge improvement Kahouri Stream	-	Regional	BTO	IMP			\$
2	SH43 Passing Opportunities and Wayfinding	-	Regional	Safety	IMP			\$
3	SH43 Manawawiri Stream Culvert improvements	-	Regional	BTO	IMP			\$
4	SH43 Pohokura Stream Culvert improvements	-	Regional	BTO	IMP			\$
5	SH43 Forgotten World Highway safety improvements	-	Regional	BTO	PRE, IMP			\$
6	SH43 Moki Tunnel	-	PGF	BTO	IMP			\$
7	SH3 Mt Messenger bypass	-	PGF	BTO	PTY, IMP	IMP		\$\$\$
8	SH43 sealing Tangariakau Gorge	-	Regional	BTO	IMP			\$

MANAWATŪ-WHANGANUI

The Manawatū-Whanganui region lies at the centre of key road and rail networks that connect Hawke's Bay, Wellington, Taranaki and the upper North Island. As a key freight and transport hub, underpinned by a strong primary production sector, the region relies on the safety, resilience and efficiency of these road and rail corridors for its economic success, as well as the vitality of its urban centres.

In the Manawatū-Whanganui region we will continue to direct the majority of its investment towards ensuring the state highway network is well maintained, resilient and safe. Key areas of focus for Waka Kotahi-led activities will include:

- **Improving safety** on our roads which has been further strengthened by the launch of *Road to Zero: New Zealand's road safety strategy 2020-2030*. Road to Zero has a vision of a New Zealand where no one is killed or seriously injured in road crashes. Our contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

We will work with our safety partners in Manawatū-Whanganui to engage and deliver the Road to Zero Infrastructure and Speed Management Programme and ensure an integrated approach across state highways and local roads across this region.

We will also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school. Safety cameras play a critical role in preventing dangerous driving that puts peoples' lives at risk.

We'll be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads

We will continue to work in partnership with key agencies including NZ Police, to deliver regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use.

- **Improving freight connections** by completing existing projects which make inter-regional connections safer, resilient and more efficient. This complements ongoing investment to replace aging bridge infrastructure on key routes to improve route reliability.
- **Providing better travel options and responding to climate change** by providing dedicated walking and cycling infrastructure adjacent to major state highway improvements and working with our local government partners to improve transport choices and ensure growth areas in the region's urban centres, particularly Palmerston North and Levin, are developed in a way to reduce the reliance on private vehicles.

This work will complement government investment in rail passenger transport services between Wellington and Palmerston North to improve transport and housing choices, together with access to major employment hubs.

IMPACT OF COVID-19

We do not expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19, given the relative resilience of the Manawatū-Whanganui economy. The 10-year outlook remains largely unchanged. There will be ongoing demand for multimodal distribution function, centred on Palmerston North, and maintaining safe and reliable connections to the upper North Island, Wellington and Napier Port remain critical to supporting recovery across the lower North Island.

CONTEXT TO OUR PROPOSED INVESTMENT

Improving safety

Through our Road to Zero Infrastructure and Speed Management Programme, we are focused on delivering infrastructure improvements and speed management through targeted investment on the regions roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

Within the Manawatū-Whanganui region over the next three years we are looking to invest \$104m to make 297km of state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by just over 9%.

We will be working with our safety partners in Manawatū-Whanganui to engage and deliver the Road to Zero Infrastructure and Speed Management Programme to ensure an integrated approach across state highways and local roads for this region.

Better freight connections

The central location of the region and the availability of road and rail transport options has contributed to the emerging role of Palmerston North as the primary distribution centre for the lower North Island. Ensuring the reliability and efficiency of these freight routes, and the interconnectivity between road and rail options, is critical to the economic success of the region.

We will continue to operate and maintain the state highway network to agreed levels of service for key freight connections in the region. Construction of Te Ahu a Turanga: Manawatū-Tararua highway project will resolve long-standing resilience challenges associated with the Manawatū Gorge. We will also deliver other major state highway committed improvements targeting improved safety and efficiency on the key SH1 freight transport corridor.

Better travel options and climate change

Ensuring there are suitable safe alternatives to the private car, particularly in Palmerston North and Whanganui, will be essential for communities and businesses to thrive.

Working with industry, local government and local communities, we will continue to progress the Palmerston North Integrated Transport Improvements initiative, to assist in building the region's resilience and provide a safer, more effective connection between some of the region's key industrial areas, together with improving access and safety for pedestrians and cyclists. It is expected that further business case work will be undertaken over the next three years as a result of this initiative.

Over the next three years we also expect to deliver a number of nationwide regulatory improvements, education and advertising campaigns, and operational policies and practices to support our partners in their efforts to drive mode shift. This includes supporting trials of street changes to encourage mode shift, that can be adapted quickly and implemented at low cost.

Vehicle emissions are a significant contributor to climate change – the impacts of which have a significant impact on the transport system. We have a dual responsibility to influence the reduction of vehicle emissions and improve the resilience of the transport network to climate change.

In addition to the Te Ahu a Turanga: Manawatū-Tararua highway project, we are proposing to investigate resilience improvements and invest in low cost, low risk resilience activities across the region. We will deliver to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to galvanise a shift to a low carbon, safe and healthy land transport system.

A national evidence base of vulnerability and exposure of New Zealand's highway network to natural hazards was endorsed by the Waka Kotahi Board in May 2020. A regional risk assessment identified three major risks within the Manawatū-Whanganui area relating to landslip and flooding.

One of the risks is the Manawatū Gorge which is currently closed due to landslip and a PBC is underway. Flooding at SH3 Whangaehu is considered a significant risk that would require further investigations to determine the best solution and is likely to increase to extreme due to climate change. Similarly flooding at SH2 Mangatainoka is also likely to increase to extreme in the long term.

WORKING TOGETHER

We will continue to work closely with our key partners on transport and land use matters, particularly in Palmerston North, Whanganui and Levin. We will:

- maintain strong alignment with partners to progress the Palmerston North Integrated Transport Improvements, as part of a wider approach to develop a balanced transport system that supports the needs of the city, together with wider stakeholders
- continue to work with partners to improve network optimisation plans that help to improve the utilisation of all transport networks and travel modes and customer travel choices. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means
- support the operation and further development of intermodal freight hubs
- continue to collaborate on integrated growth management and land transport planning across the region.

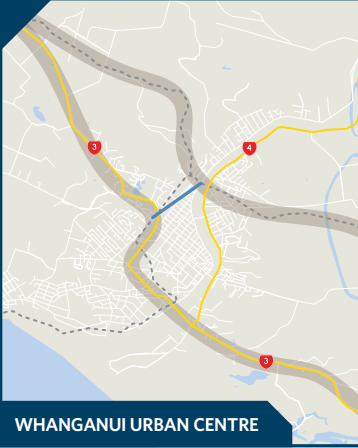
WHANGANUI

39,732
Urban area
population

91%
Of journeys to work
by private
motorised
vehicle

52%
Jobs accessible
within 45 mins by
private motorised
vehicle

46%
Jobs accessible
within 45 mins by
the next best mode
(cycling)



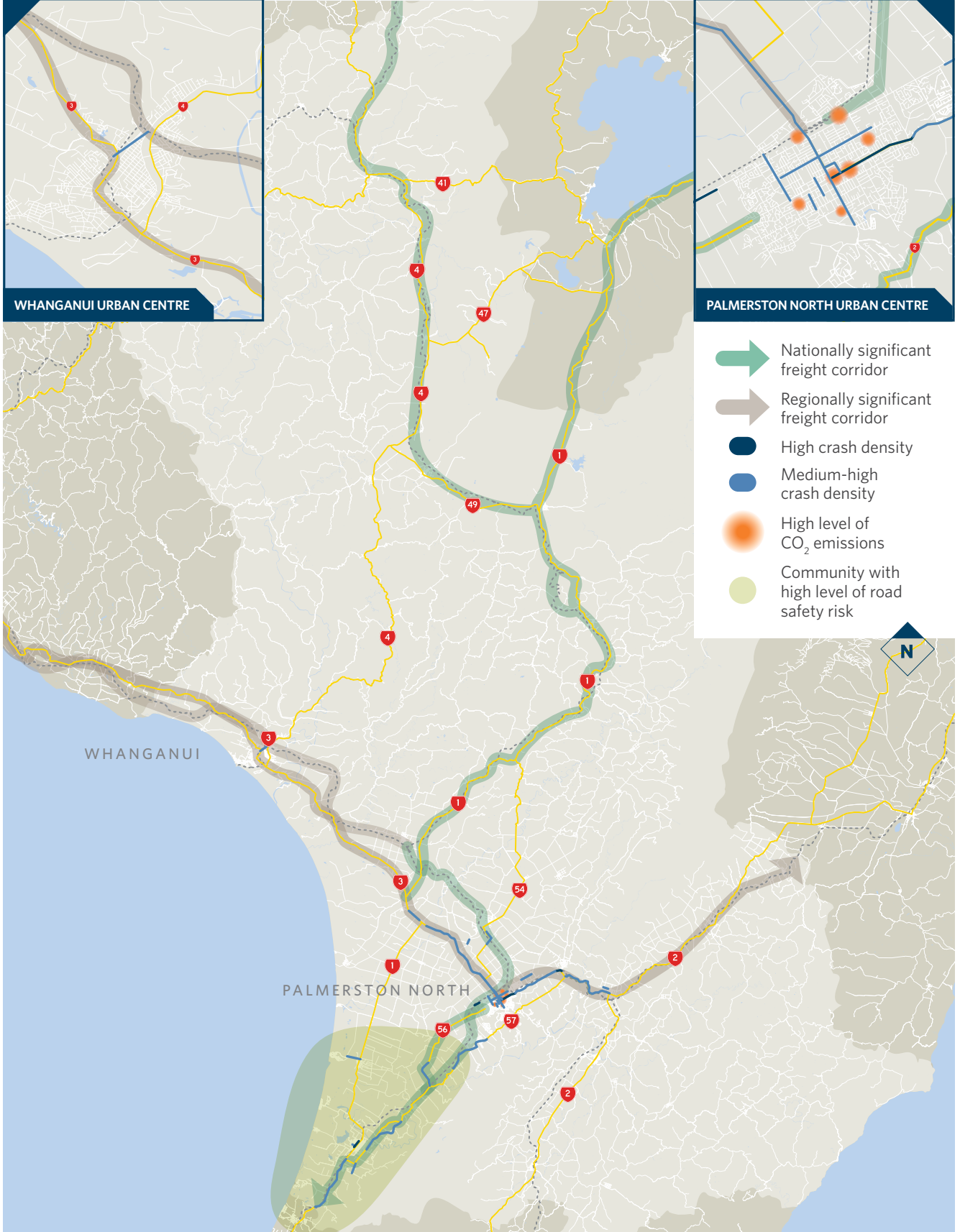
PALMERSTON NORTH

76,203
Urban area
population

87%
Of journeys to work
by private
motorised
vehicle

60%
Jobs accessible within
45 mins by private
motorised vehicle

45%
Jobs accessible
within 45 mins by
the next best mode
(cycling)



- Nationally significant freight corridor
- Regionally significant freight corridor
- High crash density
- Medium-high crash density
- High level of CO₂ emissions
- Community with high level of road safety risk



Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

TABLE 1

Our strategic responses to GPS priorities in the Manawatū-Whanganui region

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
MWSR1	Continue to operate reliable freight connections along key state highways centred on Palmerston North	IFC	Regional maintenance, operations and Renewals
MWSR2	Support the development of an intermodal freight hub in Palmerston North	IFC	Assessed through NLTP process
MWSR3	Reduce alcohol and drug impairment, increase seat belt use and reduce speeding in through road policing and behaviour change activities	Safety	Assessed through NLTP process
MWSR4	Implement mode shift activities in Palmerston North and Whanganui, particularly around key activity centres and including better connected active mode networks and public transport networks	BTO	Assessed through NLTP process
MWSR5	Road to Zero Infrastructure and Speed Management Programme	Safety	Assessed through NLTP process
MWSR6	Government's support for regional economic development: <ul style="list-style-type: none"> ▪ Ōtaki to north Levin ▪ SH43 The Forgotten World Highway 	All	New Zealand Upgrade Programme Regional Investment Opportunities

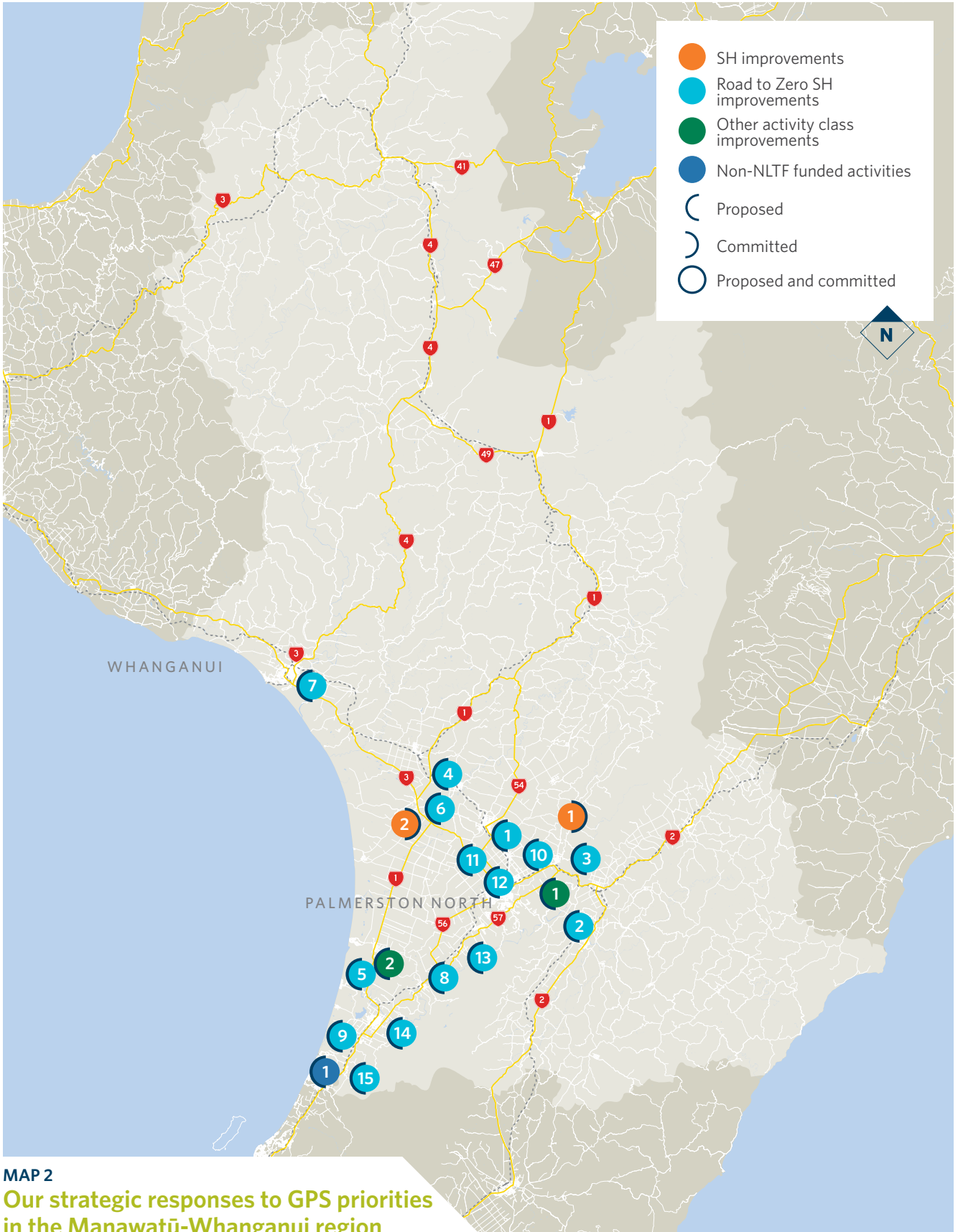


TABLE 2

Proposed state highway programme for Manawatū-Whanganui region

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Committed state highway improvement activities*								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$
1	Te Ahu a Turanga: Manawatū-Tararua Highway	SHI	NLTF	BTO	PRE, IMP, PTY	PRE, IMP, PTY		\$\$\$
2	Weigh Right Ohakea	SHI	NLTF	IFC	IMP			\$
-	Programme business case development	SHI	NLTF	All		DBC	DBC	\$
* Commitments made under the 2018 GPS, contributions as shown.								
Proposed state highway improvement activities								
-	Palmerston North Integrated Transport Improvements	SHI	NLTF	All		PTY, IMP	IMP	\$\$
Proposed Road to Zero capital state highway safety activities (greater than \$2m per activity)								
-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
-	Regional Speed Management and Safety Infrastructure activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
1	SH2 Otawahao Road to Ruahine Street	R2Z	NLTF	Safety			IMP	\$\$
2	SH2 Broomfield Road to Ruawhata Road	R2Z	NLTF	Safety		IMP		\$\$
3	SH3/SH57 to SH2	R2Z	NLTF	Safety	IMP			\$\$
4	SH1 and Kakariki Road intersection	R2Z	NLTF	Safety	IMP			\$
5	SH1N Lindsay Road to Purcell Street (Levin to Foxton)	R2Z	NLTF	Safety		IMP		\$\$
6	SH1N Bulls to Sanson	R2Z	NLTF	Safety	IMP			\$\$
7	SH3 Onetere Road to Turakina Valley Road	R2Z	NLTF	Safety		IMP		\$\$
8	SH56 Ashlea Road to SH57	R2Z	NLTF	Safety		IMP		\$
9	SH1 and SH57 intersection	R2Z	NLTF	Safety	IMP			\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
10	SH3 Napier Road and Te Matai Road intersection	R2Z	NLTF	Safety				\$
11	SH3 Rangitikei Line and SH54 intersection	R2Z	NLTF	Safety	IMP			\$
12	SH54 Milson Kairanga Bunnythorpe intersection	R2Z	NLTF	Safety	IMP			\$
13	SH57 and Tennent Drive intersection	R2Z	NLTF	Safety	IMP			\$
14	SH57 Arapaepae Road and Queen Street East intersection	R2Z	NLTF	Safety	IMP			\$
15	SH1 Ōtaki to Levin safety improvements	R2Z	NLTF	Safety		IMP	IMP	\$\$
Proposed walking and cycling activities								
1	SH3 Manawatū River Bridge to Ashhurst Cycleway	WC	NLTF	BTO	PRE, IMP			\$
2	SH1 Manawatū River Bridge	WC	NLTF	BTO	SSBC			\$
-	Walking and Cycling Low Cost Low Risk	WC	NLTF	All	IMP	IMP	IMP	\$
Proposed investment management activities								
-	Strategic business case development	IM	NLTF	All		DBC	DBC	\$
Committed non-NLTF funded activities								
1	SH1 Ōtaki to north Levin	-	NZUP	All	IMP	IMP	IMP	\$\$\$

WELLINGTON

In the Wellington region we will continue to work with mana whenua, local councils and central government partners to address regional challenges such as increasing housing supply, transitioning to a low carbon future, improving resilience and multimodal access.

We are committed to the Let's Get Wellington Moving (LGWM) Partnership which aims to develop a transport system that supports the region's aspirations for how our capital city looks, feels and functions. More widely, areas of focus for our activities in the region include:

- **Improving safety** on our roads which has been further strengthened by the launch of *Road to Zero: New Zealand's road safety strategy 2020-2030*. Road to Zero has a vision of a New Zealand where no one is killed or seriously injured in road crashes. Our contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

We will work with our safety partners in Wellington to engage and deliver the Road to Zero Infrastructure and Speed Management Programme and ensure an integrated approach across state highways and local roads across this region.

We will also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school. Safety cameras play a critical role in preventing dangerous driving that puts people's lives at risk. We'll be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads.

We will continue to work in partnership with key agencies including NZ Police, to deliver regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use.

- **Providing better travel options** through our active participation in LGWM to deliver transformative public transport, walking and cycling improvements, as well as sustainably responding to the region's wider growth needs by supporting the development of a connected regional cycling network.
- **Improving freight connections** by completing current state highway improvements and optimising the state highway network to reduce congestion on key freight routes. This will complement rail and road capacity improvements to be delivered as part of the New Zealand Upgrade Programme. We will work with partners on planning for improvements to the multi-user ferry terminal to ensure the transport system is safe, accessible, and resilient to future Cook Strait freight and passenger growth.
- **Responding to climate change** by supporting low carbon travel choices, enhancing the resilience of the state highway network, and operating the transport system as effectively as possible to reduce carbon emissions.

The package of LGWM activities Waka Kotahi is co-investing in and working on with partners includes:

INITIATIVE NAME	CURRENT PHASE	FORMS PART OF OR IMPACTS THE STATE HIGHWAY
Regional highway access	Indicative business case	Yes
City Streets	Indicative business case	No
Managing travel demand	Single-stage business case	Yes
Early delivery Golden Mile	Single-stage business case	No
Early delivery Hutt Road and Thorndon Quay	Single-stage business case	Yes
Mass rapid transit	Indicative business case	Yes
Central city walking, cycling and safer speeds	Single-stage business case	No
SH1 walking, cycling and safer speeds	Single-stage business case	Yes
Integrated delivery vehicle joint management costs	Single-stage business case	Yes

IMPACT OF COVID-19

We don't expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19, given the relative resilience of the Wellington economy. The 10-year outlook remains largely unchanged. However, changes to the nature of work for professional services may see a reduction in peak trips to the city centre, due to more people working remotely.

Work to ensure the effective integration of land use and transport remains a priority, to support mode shift and reductions in greenhouse gas emissions. This includes sequencing of development, ensuring growth areas are serviced with active mode and public transport infrastructure and services, and linking housing to employment and essential services.

Youth, Māori and Pasifika are expected to be disproportionately impacted by job losses, particularly in areas where deprivation levels are already high. There will be an ongoing need for transport services to support COVID-19 recovery by improving access to employment, training and essential services for vulnerable communities.

CONTEXT TO OUR PROPOSED INVESTMENT

Improving safety

Wellington's safety record indicates a need to focus on vulnerable users such as cyclists and pedestrians in the Wellington urban areas and inappropriate speeds on high-risk rural roads elsewhere in the region.

Through LGWM we aim to improve pedestrian and cyclist safety along the Golden Mile and Thorndon Quay/Hutt Road. This is proposed to be complemented by a city-wide change to the speed limits on most central city streets to 30km.

Through our Road to Zero Infrastructure and Speed Management Programme, we are focused on delivering infrastructure improvements and speed management through targeted investment on Wellington's roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

Within the Wellington region over the next three years we are looking to invest \$106m to make 141km of state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by just over 9.5%.

We will be working with our safety partners in Wellington to engage and deliver the Road to Zero Infrastructure and Speed Management Programme to ensure an integrated approach across state highways and local roads for this region.

Better travel options

The region has been growing faster than it has done for many decades and is facing immediate and longer-term housing supply and affordability, urban development and infrastructure challenges. Over the next 30 years, between 52,000 and 66,000 new homes may be needed for between 91,000 and 151,000 more people.

Long-term planning for growth is important to ensure we plan and invest wisely, and in a way that delivers on regional objectives and enables the transport system step-changes we are seeking (such as transforming urban mobility).

Through LGWM, Wellington has an ambitious transport plan that will deliver significant mode shift over the next decade. This mode shift to public transport, walking and cycling is critical to ensuring regional population growth does not translate into more congestion, reduced accessibility and a poorer quality region.

Through the LGWM partnership, we will continue to deliver transport infrastructure to support future growth. We aim to provide appropriate travel choices, so they can develop in ways that are not highly dependent on private vehicles and are well connected to existing urban areas and employment centres. Key areas of focus over the next three years include progressing development of mass rapid transit, improving the Golden Mile for pedestrians, cyclists and public transport, making improvements to the walkability of the city and identifying an optimal solution to Mt Victoria and the Basin Reserve to improve access for all road users.

Our investment through LGWM will be complemented by a wider suite of regional investments, some of which will be delivered through the New Zealand Upgrade Programme. We expect to deliver both Te Ara Tupua (completion of Melling to Petone and commencement of Ngāūranga to Petone) as well as other regional links to enable a connected regional walking and cycling network.

Given the broader interest in rapid transit options in metropolitan areas, we will also be taking a sector leadership role by developing New Zealand specific guidance on mass rapid transit to facilitate consistency across the country.

In addition to infrastructure initiatives, we expect to deliver a number of nationwide regulatory improvements, education and advertising campaigns, and operational policies and practices that can be applied to the Wellington context to support our partners in their efforts to drive mode shift. This includes:

- supporting trials of street changes to encourage mode shift, that can be adapted quickly and implemented at low cost
- developing sector guidance on mass rapid transit to facilitate consistency across the country
- increased investment in Bikes in Schools
- partnering with other agencies such as Kāinga Ora to deliver urban development projects.

Better freight connections

Wellington has a nationally significant freight logistics function in the distribution of freight between the North Island and South Island. There are also nationally significant freight connections from Palmerston North to Wellington, including state highway and the North Island Main Trunk. Efficient access to CentrePort and the safety and reliability of road and rail corridors north of Wellington are critical to supporting these connections. In addition to progressing development of New Zealand Upgrade Programme funded improvements in the region, our investment focus is on completing existing projects which improve key transport corridors, in particular SH1 (through Transmission Gully, Mackays to Peka Peka and Peka Peka to Ōtaki).

KiwiRail is progressing plans to replace the current fleet of three Interislander ferries with two new, larger ferries from 2024. The current ferries need to be replaced due to their age and expected future growth in passenger numbers and freight volumes. The project represents a transformational investment in critical infrastructure and is expected to generate significant tourism, economic and environmental benefits for the whole of New Zealand. We are working with partners to consider a range of options for accommodating future Cook Strait freight and passenger growth, including how the introduction of larger ships will affect the surrounding transport system and communities.

We will continue to operate and maintain the state highway network to agreed levels of service for key freight connections in the region. We will continue to invest in technology solutions which enable us to optimise the use of the transport system to make journeys more reliable and resilient to incidents.

Climate change

Vehicle emissions are a significant contributor to climate change – the impacts of which have a significant impact on the transport system. We have a dual responsibility to influence the reduction of vehicle emissions and improve the resilience of the transport network to climate change. In the longer term, the LGWM programme will support climate change goals through its mode shift aspirations.

As noted, we propose to continue to invest in technology to enable us, with partners, to operate the current transport system effectively to minimise congestion and its harmful emissions.

More widely, we are supporting the government's climate change goals through co-investment in public transport infrastructure and services as well as walking and cycling networks. We are proposing low cost, low risk resilience activities in the Wellington region as well as delivering to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to start a shift to a low carbon, safe and healthy land transport system.

A national evidence base of vulnerability and exposure of New Zealand's highway network to natural hazards was endorsed by the Waka Kotahi Board in May 2020. A regional risk assessment identified nine major and extreme risks within the Wellington area. These relate to rockfall, landslip, erosion, flooding, coastal inundation and earthquake/liquefaction along SH1 and SH2. A large number of the identified risks are projected to increase as a result of climate change.

WORKING TOGETHER

Maintaining strong alignment with our partners on transport and land use matters in the Wellington region is critical. In particular, we will:

- continue to partner with mana whenua, local councils and central government partners, on the development of the Wellington Regional Growth Framework (a 30-year regional spatial plan for the region), and associated implementation plan
- maintain strong alignment with our LGWM partners to successfully implement ambitious mode shift goals in Wellington
- work with partners to complete network optimisation plans that help to improve the utilisation of all transport networks and travel modes and customer travel choices to deliver mode shift objectives. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means
- encourage and support complementary projects to the New Zealand Upgrade Programme (Wellington Package) activities which positively contribute to the outcomes sought by government from the programme by looking for opportunities to accelerate business cases, align implementation and make procurement and consultation more efficient
- support progress on other regional initiatives identified in the Wellington region mode shift plan, including developing a programme to improve multimodal access to train stations in partnership with other agencies such as Greater Wellington Regional Council, KiwiRail, local councils and Kāinga Ora
- progress the development of a connected regional walking and cycling network, progressing key connections across SH1 including to support Eastern Porirua Regeneration as identified in the Access Porirua programme business case).

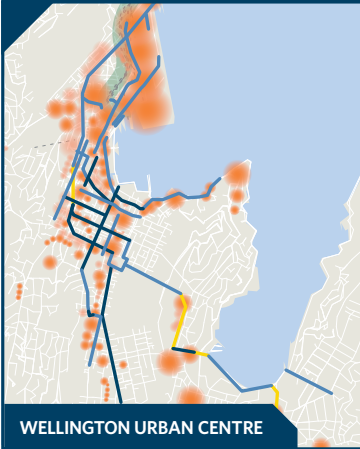
WELLINGTON

444,957
Urban area
population

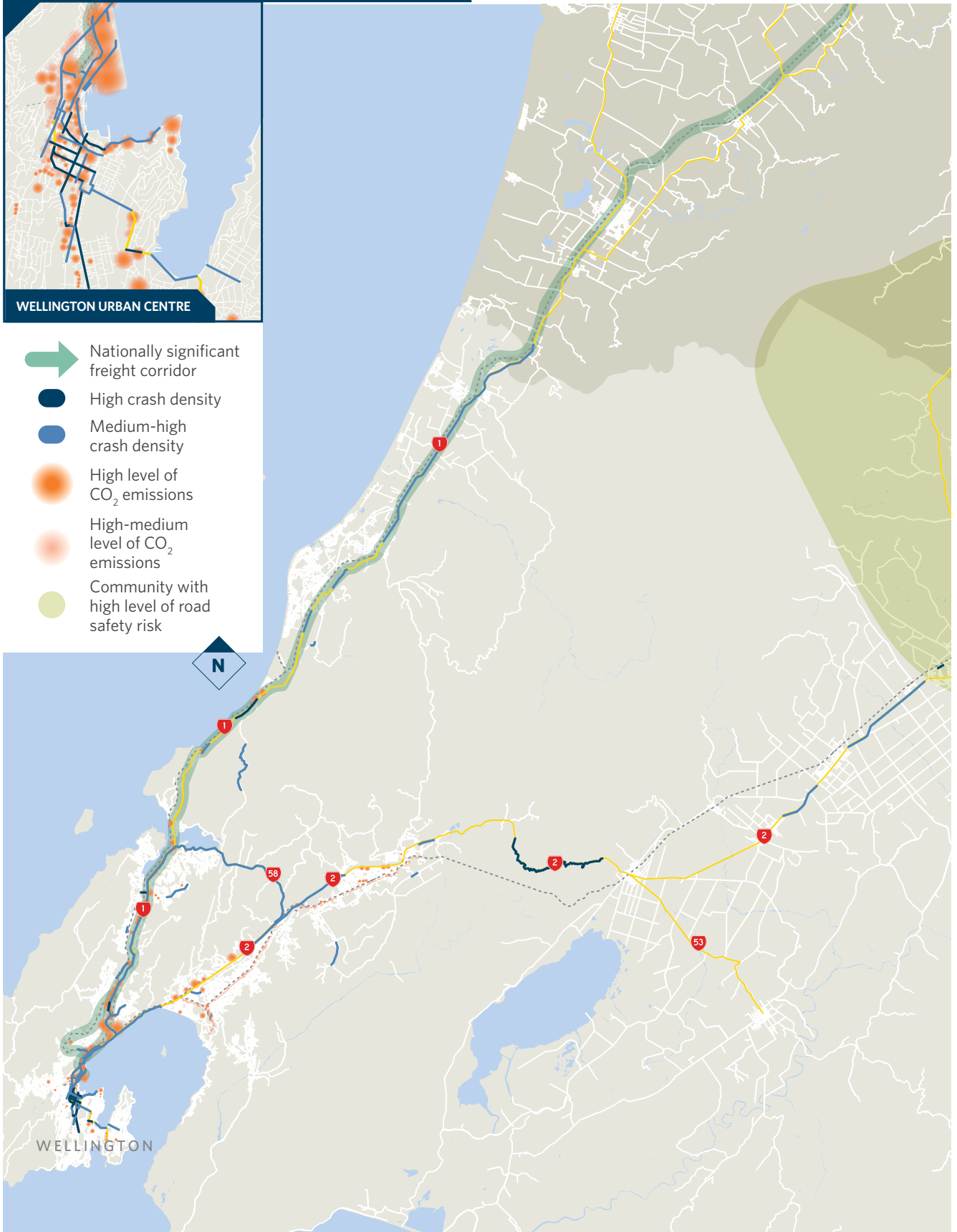
64%
Of journeys to
work by private
motorised
vehicle

31%
Jobs accessible
within 45 mins by
private motorised
vehicle

17%
Jobs accessible
within 45 mins by
the next best mode
(cycling)



- Nationally significant freight corridor
- High crash density
- Medium-high crash density
- High level of CO₂ emissions
- High-medium level of CO₂ emissions
- Community with high level of road safety risk



Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

TABLE 1

Our strategic responses to GPS priorities in the Wellington region

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
WGNSR1	Continue to operate reliable freight connections along state highways between Wellington and Palmerston North	IFC	Regional maintenance, operations and Renewals
WGNSR2	Improve the reliability of freight interchange at CentrePort, integrated with efficient passenger ferry access	IFC	Assessed through NLTP process
WGNSR3	Reduce speed, increase seat belt use and reduce driver distraction in Masterton and South Wairarapa through road policing and behaviour change activities	Safety	Assessed through NLTP process
WGNSR4	Road to Zero Infrastructure and Speed Management Programme	Safety	Assessed through NLTP process
WGNSR5	Develop and implement mode shift activities across the region through the Regional Growth Framework, including a focus on: <ul style="list-style-type: none"> ▪ traffic demand management along the SH1 and SH2 corridors into Wellington urban centre ▪ car parking management across key centres in the region, including Wellington urban centre, Porirua, Upper and Lower Hutt ▪ improved active and shared mode access to rail stations and other public transport hubs 	BTO	Assessed through NLTP process
WGNSR6	Let's Get Wellington Moving (LGWM) programme <ul style="list-style-type: none"> ▪ A walkable city ▪ Golden Mile improvements ▪ Public transport (city and north) ▪ Central City Safer speeds and SH1 East of Mt Victoria ▪ Smarter transport network ▪ Connected cycleways ▪ Cobham Drive crossing improvements ▪ Develop the preferred options for: <ul style="list-style-type: none"> ▪ rapid transit ▪ extra Mount Victoria Tunnel and Ruahine Street widening ▪ unblocking the Basin Reserve 	BTO	Assessed through NLTP process

TABLE 1 (continued)

Our strategic responses to GPS priorities in the Wellington region

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
	Government's support for regional economic development: <ul style="list-style-type: none"> ▪ Capital Connection Rail Upgrades ▪ SH58 Safety Improvements ▪ Wairarapa Rail Upgrades ▪ Melling Interchange ▪ Wellington Train Station Safety Improvements 	All	New Zealand Upgrade Programme Regional Investment Opportunities

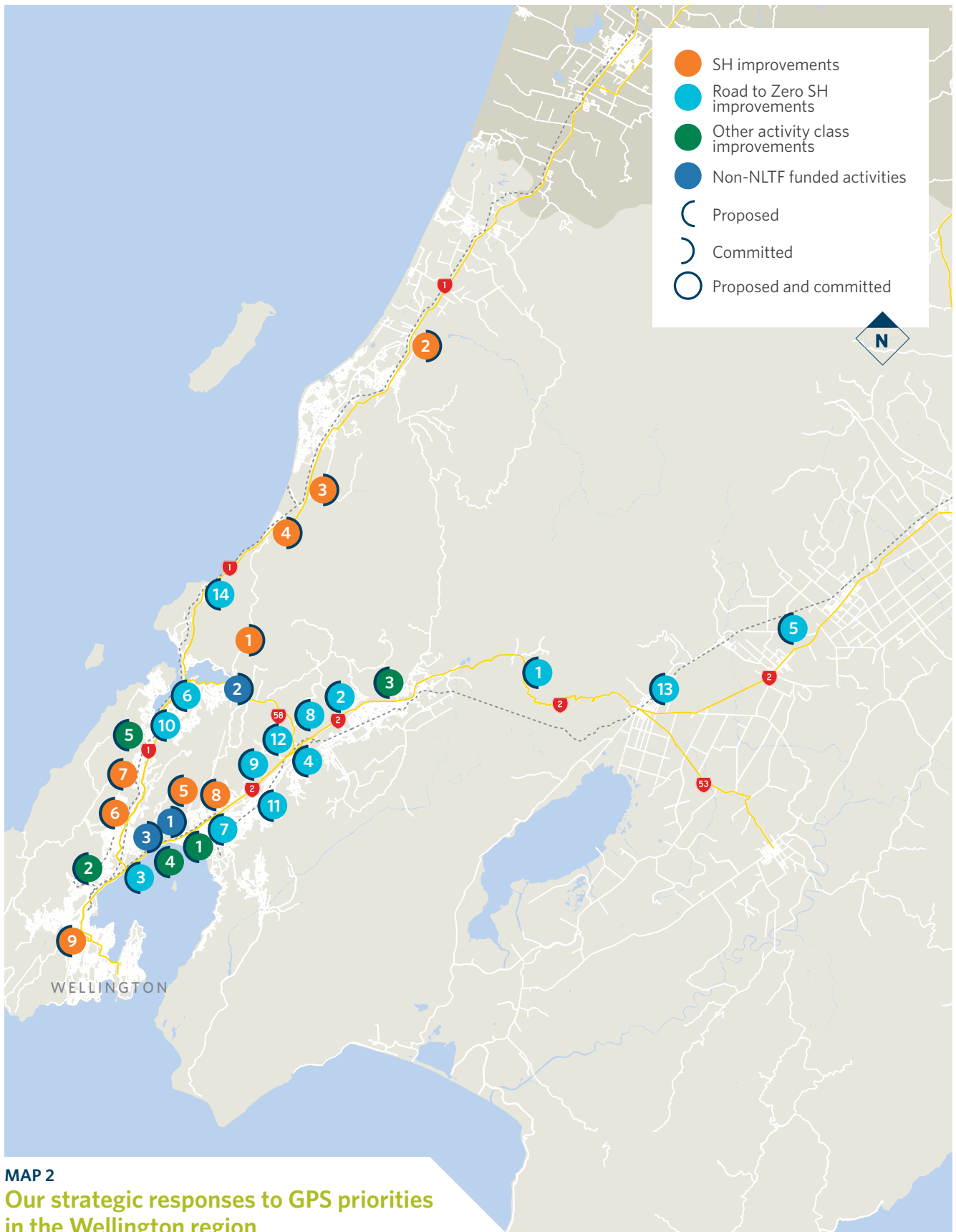


TABLE 2

Proposed state highway programme for Wellington region

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Committed state highway improvement activities*								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$\$
1	SH1 Transmission Gully	SHI	NLTF	All	IMP			\$\$\$
-	SH1 Transmission Gully (debt repayment)	SHI	NLTF	All	DBT	DBT	DBT	\$\$\$
2	SH1 Peka Peka to Ōtaki Expressway	SHI	NLTF	BTO	IMP			\$\$\$
3	SH1 Mackays to Peka Peka Expressway	SHI	NLTF	BTO	IMP			\$
4	Weigh Right Mackays	SHI	NLTF	IFC	IMP			\$
-	LGWM Regional Highway Access	SHI	NLTF	BTO	DBC			\$
-	LGWM Managing Travel Demand	SHI	NLTF	BTO		IMP	IMP	\$\$\$
-	Programme business case development	SHI	NLTF	All		DBC	DBC	\$\$

* Commitments made under the 2018 GPS, contributions as shown.

Proposed state highway improvement activities

5	SH1/SH2 Petone to Grenada Link Road/Improved regional East West access	SHI	NLTF	All	DBC	PTY	IMP	\$\$\$
6	SH1 Tawa through to CBD – Interim Optimisation measures	SHI	NLTF	BTO	IMP	IMP		\$\$
7	SH1 Resilience – Ngāūranga to SH58	SHI	NLTF	All		DBC	IMP	\$\$
8	SH2 Resilience – Ngāūranga to SH58	SHI	NLTF	All		DBC	IMP	\$\$
9	SH1 Resilience – Ngāūranga to Airport	SHI	NLTF	All		DBC	IMP	\$\$
-	Resilient Port Access	SHI	NLTF	IFC		PTY, IMP	IMP	\$\$
-	Wellington Transport Network System Resilience (supporting NZUP)	SHI	NLTF	All		IMP		\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Proposed Road to Zero capital state highway safety activities (greater than \$2m per activity)								
-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
-	Regional Speed Management and Safety Infrastructure activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
1	SH2 Marchant Road to Featherston	R2Z	NLTF	Safety	IMP			\$\$
2	SH2 Moonshine to Maymorn	R2Z	NLTF	Safety	IMP			\$
3	SH2 Horokiwi Road to SH1N Interchange	R2Z	NLTF	Safety	IMP			\$
4	SH2 Moonshine Road to Hebden Crescent	R2Z	NLTF	Safety		IMP		\$\$
5	SH2 Carterton to Greytown	R2Z	NLTF	Safety	IMP			\$\$
6	SH58 Postgate Drive to Paremata (Hayward Road)	R2Z	NLTF	Safety	IMP			\$
7	SH2 and Melling Link intersection	R2Z	NLTF	Safety	IMP			\$
8	SH2 Moonshine Hill Road intersection	R2Z	NLTF	Safety	IMP			\$
9	SH2 and Owen Street intersection	R2Z	NLTF	Safety	IMP			\$
10	SH1 and Whitford Brown Avenue intersection	R2Z	NLTF	Safety	IMP			\$
11	SH2 Fairway Drive and Western Hutt Road intersection	R2Z	NLTF	Safety	IMP			\$
12	SH2 Moonshine Hill Road to Western Hutt Road	R2Z	NLTF	Safety	IMP			\$\$
13	SH2 Renall Street to Marchant Road	R2Z	NLTF	Safety			IMP	\$
14	SH1N Toenga Road to Teihana Road West	R2Z	NLTF	Safety			IMP	\$
Proposed investment management activities								
-	Strategic business case development	IM	NLTF	All		SBC	SBC	\$\$
Proposed public transport infrastructure activities								
-	LGWM Mass Rapid Transit	PTI	NLTF	BTO	DBC			\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Proposed walking and cycling activities								
-	LGWM Walking and Cycling	WC	NLTF	BTO	IMP			\$\$
1	Petone to Melling Walking and Cycling Link	WC	NLTF	BTO	IMP			\$\$
2	SH1 Ngāūranga Gorge upgrade	WC	NLTF	BTO	IMP			\$
3	SH2 Totorā Park Road improvements	WC	NLTF	BTO	IMP	IMP		\$
4	Te Ara Tupua – Ngāūranga to Hutt Valley Cycleway and Resilience	WC	NLTF	CC	PRE, IMP			\$\$\$
5	SH1 City Centre to East Porirua Severance project	WC	NLTF	BTO	SSBC	IMP		\$\$
-	Walking and Cycling Low Cost Low Risk	WC	NLTF	All	IMP	IMP	IMP	\$\$
Committed non-NLTF funded activities								
1	SH2 Melling Efficiency and Safety improvements	-	NZUP	Safety		PRE	IMP	\$\$
2	SH58 Safety improvements	-	NZUP	Safety	IMP, PTY			\$\$
3	SH2 Melling Interchange	-	NZUP	BTO		IMP		\$\$

TOP OF THE SOUTH

The Top of the South consists of the economies and communities of Nelson, Tasman and Marlborough which are highly interdependent. During the 2021-24 NLTP, we propose to primarily maintain existing levels of service across the state highway network in support of the government's desired outcomes. Our targeted activities in the Top of the South include:

- **Improving safety** on our roads which has been further strengthened by the launch of *Road to Zero: New Zealand's road safety strategy 2020-2030*. Road to Zero has a vision of a New Zealand where no one is killed or seriously injured in road crashes. Our contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

We will work with our safety partners in the Top of the South to engage and deliver the Road to Zero Infrastructure and Speed Management Programme and ensure an integrated approach across state highways and local roads across this region.

We will also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school. Safety cameras play a critical role in preventing dangerous driving that puts peoples' lives at risk. We'll be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads.

We will continue to work in partnership with key agencies including NZ Police, to deliver regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use.

- **Providing better travel options** through improving access and reducing reliance on private vehicles. This will be achieved by proactively engaging with Top of the South partners on their urban growth challenges coupled with exploring innovative approaches to planning walking and cycling improvements and minimising the severance impacts of the state highway through communities.
- **Improving freight connections** by optimising the state highway network to reduce peak congestion and community severance on key freight routes, particularly through Picton. Targeted improvements in the resilience of the state highway network will remain a focus, given the limited availability of rail across the top of the South Island.
- **Responding to climate change** by supporting low carbon travel choices and enhancing the resilience of the state highway network.

IMPACT OF COVID-19

In the medium to long-term, we do not expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19. The 10-year outlook remains largely unchanged. However, maintaining safe and reliable land transport connections between the upper South Island and Canterbury will be important to supporting recovery, while providing efficient access to Picton port for Cook Strait traffic.

Domestic tourism destinations such as Kaiteriteri, Marlborough Sounds and Golden Bay may experience an increase in demand at least in the short-term.

CONTEXT TO OUR PROPOSED INVESTMENT

Improving safety

Through our Road to Zero Infrastructure and Speed Management Programme, we are focused on delivering infrastructure improvements and speed management through targeted investment on the Top of the South's roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

Within the Top of the South region over the next three years, we are looking to invest \$24m to make state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by just over 1.5%.

We will be working with our safety partners in the Top of the South to engage and deliver the Road to Zero Infrastructure and Speed Management Programme to ensure an integrated approach across state highways and local roads for this region.

Better travel options

Improving and maintaining the liveability of the main centres of Nelson, Richmond and Blenheim as they grow is critically important. Ensuring that there are suitable, safe alternatives to the private car, where appropriate, will be essential if communities and businesses are to thrive.

Waka Kotahi expects to deliver a number of nationwide regulatory improvements, education and advertising campaigns, and operational policies and practices that will support our partners in their efforts to drive mode shift. This includes supporting trials of street changes to encourage mode shift, that can be adapted quickly and implemented at low cost.

Completion of the Nelson Future Access Programme detailed business case will be critical to informing decisions around the form and timing of walking and cycling improvements along SH6 Rocks Road. Along with the Richmond programme business case it will also identify opportunities to enhance access, reduce severance and make the transport system safer within the SH6 and SH60 corridors. It is important that the long-term packages are aligned for the Nelson urban area so that complimentary community outcomes can be realised.

While no commitment can be made to significant investment from the NLTF to implement the business cases in the next three years, we will explore opportunities to implement any recommended low cost, low risk activities on the state highway network in Nelson and Richmond that supports mode shift, public transport update and improves amenity in the SH6 and SH60 corridors.

We will also continue to work with Nelson City Council on exploring opportunities to realise the Rocks Road walking and cycling facility.

Better freight connections

Inter-island road and rail links down the east coast are critical for the movement of freight between Picton and Christchurch. KiwiRail is progressing plans to replace the current fleet of three ferries with two new, larger ferries from 2024. The current ferries need to be replaced due to their age and to plan for future growth in passenger numbers and freight volumes. The project represents a transformational investment in critical infrastructure and is expected to generate significant tourism, economic and environmental benefits for the whole of New Zealand.

We, alongside KiwiRail and Port Marlborough, will jointly investigate the transport network adjacent to the port to consider how the introduction of the larger ships will affect the traffic and the community. This includes whether further improvements are needed including access to the port, walking and cycling impacts, safety, increased wait times at level crossings and other impacts on journey times.

State highways 6 and 60 provide critical connections to Port Nelson and Nelson Airport for Nelson and Tasman's exports. It is unlikely there will be the need for, or funding available, to progress any significant infrastructure projects within the corridor in the next three years. However, we will continue to work with both councils on future transport planning and seek to implement any recommended low cost, low risk activities on the state highway network that improves safety and freight efficiency arising from the Nelson Future Access Programme's detailed business case and the Richmond programme business case.

Climate change

Vehicle emissions are a significant contributor to climate change - the impacts of which have a significant impact on the transport system. We have a dual responsibility to influence the reduction of vehicle emissions and improve the resilience of the transport network to climate change.

The Nelson Future Access Programme will provide for a definitive position on the long-term proposed solution to enhance the resilience of SH6 Rocks Road, a regionally significant freight link. While there will not be any significant investment within the next NLTP period, this work, alongside the Richmond programme business case marks a milestone in setting out a clear plan for the future of the transport system, including the state highway for Nelson and Richmond.

More widely, we are supporting the government's climate change goals through co-investment in public transport infrastructure and services which are currently being reviewed by Nelson City Council and Tasman District Council as well as walking and cycling networks. We are also proposing investment in low cost, low risk resilience activities in the Top of the South, as well as delivering to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to galvanise a shift to a low carbon, safe and healthy land transport system.

A national evidence base of vulnerability and exposure of New Zealand's highway network to natural hazards was endorsed by the Waka Kotahi Board in May 2020. A regional risk assessment identified a total of 23 major and extreme network risks within the Top of the South area. These relate predominantly to rockfall, landslip, erosion and flooding, as well as extreme weather, ice/snow and wildfire. The significant number of landslip risks on SH6 and SH65 (including Dallows Bluff, Deadman's slip, Higgins Bluff, Hope Saddle and the Upper Buller Gorge) were considered to be the highest risk sections of the region's transport system (as per commentary from regional stakeholders). A significant number of the major risks are likely to increase to extreme in the long term.

WORKING TOGETHER

Maintaining strong alignment with our Top of the South partners is critical. We will continue to work closely with our partners on transport and land use matters, and particularly will:

- continue to work with Nelson city and Tasman district to develop aligned thinking on the Nelson Future Access Programme and Richmond growth studies
- work with partners to complete network optimisation plans that help to improve the utilisation of all transport networks and travel modes and customer travel choices. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means
- work with Tasman district to determine whether to retain the state highway designation through Richmond and Hope which expires in 2023
- continue to work with the councils on urban growth issues for Nelson and Tasman, connections for freight and planning for climate change adaptation
- work with Marlborough District Council, Port Marlborough and KiwiRail on the future development of the ferry terminal at Picton.

NELSON

48,081

Urban area population

86%

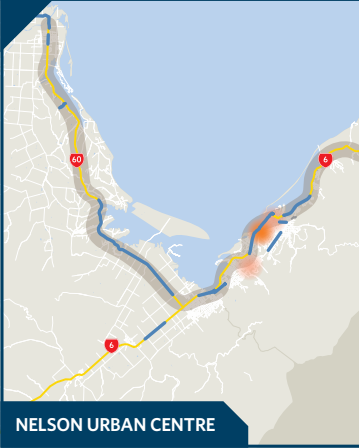
Of journeys to work by private motorised vehicle







69%

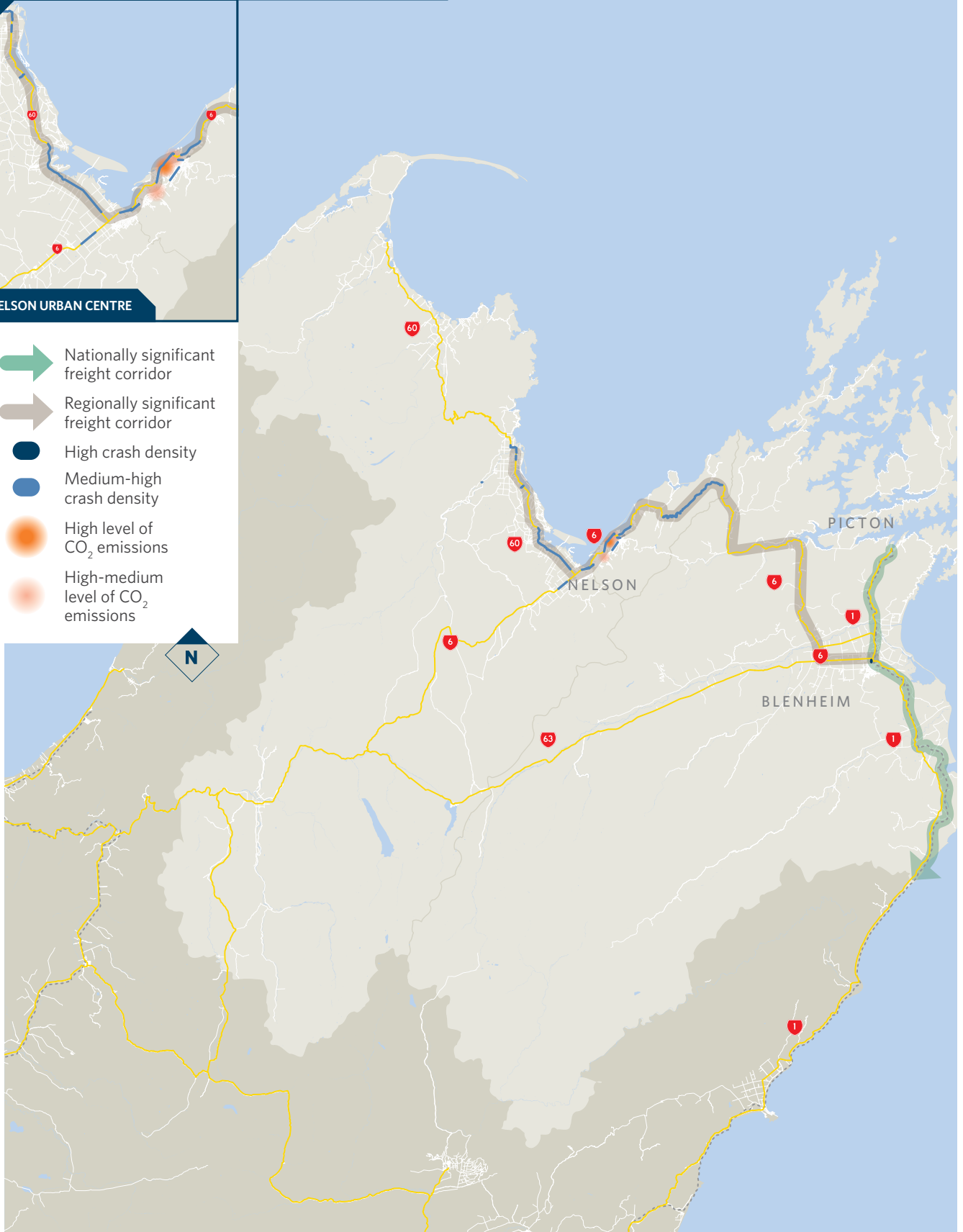
Jobs accessible within 45 mins by private motorised vehicle

57%

Jobs accessible within 45 mins by the next best mode (cycling)



-  Nationally significant freight corridor
-  Regionally significant freight corridor
-  High crash density
-  Medium-high crash density
-  High level of CO₂ emissions
-  High-medium level of CO₂ emissions

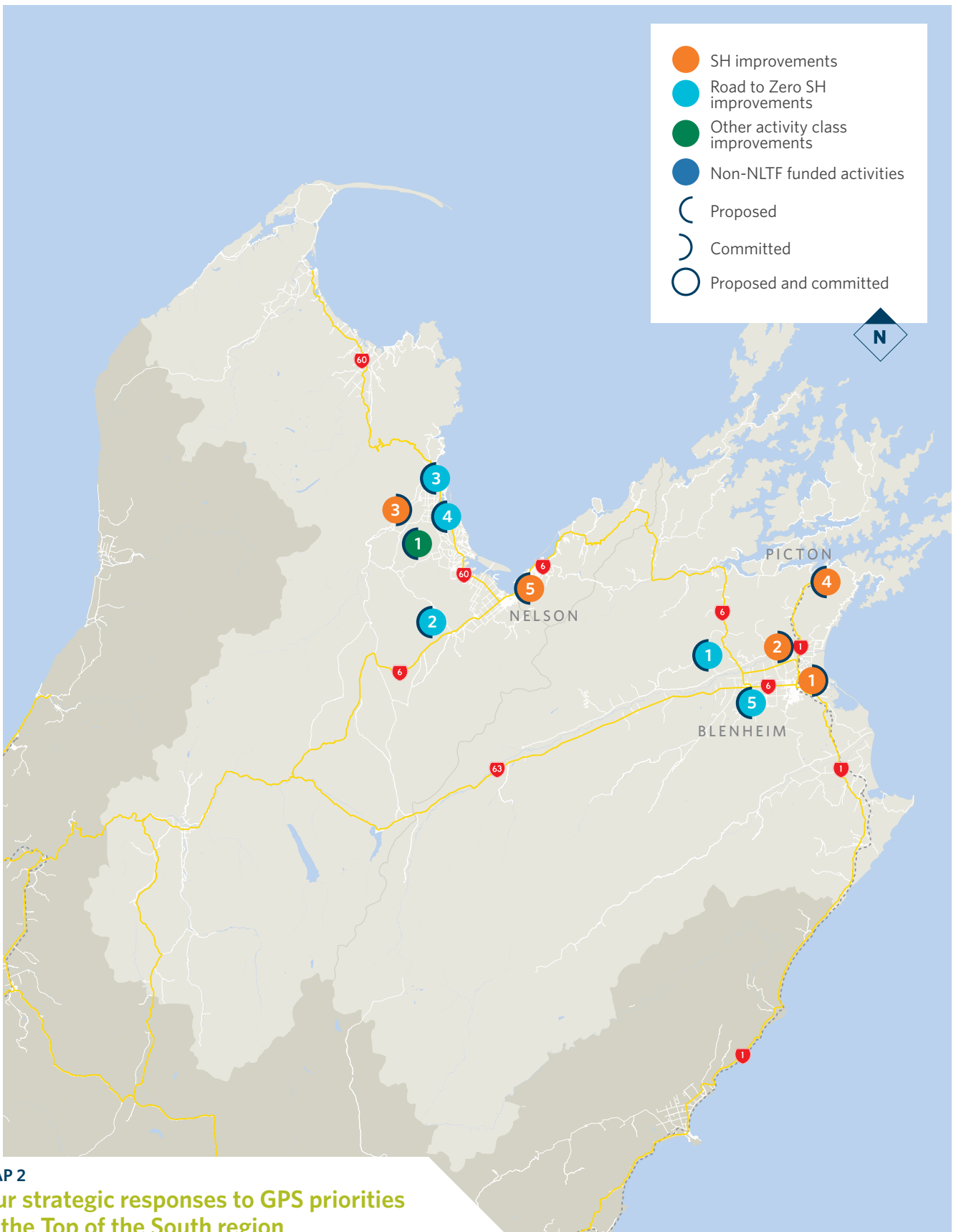


Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

TABLE 1

Our strategic responses to GPS priorities in the Top of the South region

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
TotSSR1	Re-establish reliable freight connections along SH1 between Christchurch and Picton, post-Kaikōura	IFC	Regional maintenance, operations and Renewals
TotSSR2	Continue to operate a reliable state highway freight connection between Motueka and Blenheim	IFC	Regional maintenance, operations and Renewals
TotSSR3	Continue to operate reliable interchange between freight modes at Picton Port, integrated with efficient passenger access	IFC	Assessed through NLTP process
TotSSR4	Implement mode shift activities in Nelson and Richmond including better connected active mode networks and public transport (including on-demand) networks	BTO	Assessed through NLTP process
TotSSR5	Road to Zero Infrastructure and Speed Management Programme	Safety	Assessed through NLTP process
TotSSR6	Government's support for regional economic development: <ul style="list-style-type: none"> ▪ Motueka town centre upgrade 	All	Regional Investment Opportunities



MAP 2
Our strategic responses to GPS priorities in the Top of the South region

TABLE 2

Proposed state highway programme for the Top of the South region

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Committed state highway improvement activities*								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$
1	SH1 Ōpaoa River Bridge implementation	SHI	NLTF	BTO	IMP			\$
2	SH1 SH62 Spring Creek intersection	SHI	NLTF	BTO	IMP			\$
3	Motueka River Bridge replacement	SHI	NLTF	BTO			IMP	\$\$
-	Programme business case development	SHI	NLTF	All		DBC	DBC	\$
* Commitments made under the 2018 GPS, contributions as shown.								
Proposed state highway improvement activities								
4	SH1 Picton Port Access improvements	SHI	NLTF	All	SSBC	IMP	IMP	\$\$
5	Nelson Future Access	SHI	NLTF	All	PRE	PTY		\$
-	VMS Network enhancement	SHI	NLTF	All		DBC		\$
Proposed Road to Zero capital state highway safety activities (greater than \$2m per activity)								
-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
-	Regional Speed Management and Safety Infrastructure activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
1	SH6/62 Blenheim to Nelson	R2Z	NLTF	Safety	IMP			\$
2	SH6 Ranzau Road to Clover Road	R2Z	NLTF	Safety	IMP			\$\$
3	SH60 King Edward Street to Parker Street	R2Z	NLTF	Safety	IMP			\$
4	SH60 School Road to Parker Street	R2Z	NLTF	Safety		IMP		\$
5	SH6 and St Leonards Road intersection	R2Z	NLTF	Safety	IMP			\$
Proposed investment management activities								
1	Motueka town centre upgrade	IM	NLTF	Safety	DBC			\$
-	Strategic business case development (including Hope Bypass designation)	IM	NLTF	All		DBC	DBC	\$
Proposed walking and cycling activities								
-	Walking and Cycling Low Cost Low Risk	WC	NLTF	All	IMP	IMP	IMP	\$

WEST COAST

The West Coast is one of most remote regions in New Zealand. It has a low regional population, with approximately half of the residents located in the main urban centres of Greymouth, Westport and Hokitika. While long standing industries of dairy farming and mining have increased significantly in recent years, the region is heavily reliant on tourism.

We will continue to direct the majority of investment towards ensuring the region's state highway network is well maintained, resilient and safe. Our investment priority is on addressing the region's relatively poor safety record, with challenges around run-off road crashes, inappropriate speeds on high-risk urban and rural roads, and poor driver behaviour. More widely, our activities in the region will include ensuring key tourism and freight routes are safe and resilient.

IMPACT OF COVID-19

In the medium to long-term, we don't expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19. The 10-year outlook remains largely unchanged, however there may be a reduction in inter-regional trips over the short to medium term due to reduced visitor numbers. Road and rail links within the region and key life-line connections to neighbouring regions are critical for access, freight and tourism, and supporting post-COVID-19 recovery.

CONTEXT TO OUR PROPOSED INVESTMENT

Improving safety

Through our Road to Zero Infrastructure and Speed Management Programme, we are focused on delivering infrastructure improvements and speed management through targeted investment on West Coast's roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

Within the West Coast region over the next three years we are looking to invest \$7m to make 221km of state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by just over 1.3%.

We will work with our safety partners in West Coast to engage and deliver the Road to Zero Infrastructure and Speed Management Programme to ensure an integrated approach across state highways and local roads for this region.

Better freight connections, tourism and climate change

The region relies on its road and rail network to support tourism and freight movements. State highways, together with the Midland and Stillwater Ngākawau rail lines are regionally significant freight and tourism connections, linking the region to main South Island urban centres and key ports.

A national evidence base of vulnerability and exposure of New Zealand's highway network to natural hazards was endorsed by the Waka Kotahi Board in May 2020. A regional risk assessment identified a total of 21 major and extreme risks within the West Coast area. These relate to extreme weather, ice/snow, erosion, rockfall, landslip and flooding - along state highways 6, 7, and 73. Key sections of these routes remain vulnerable to coastal erosion, extreme weather and flooding, the impacts of which could increase in the long term with climate change.

The government's Regional Investment Opportunities package includes seawall protection on a section of SH67 between Granity and Ngākawau, to improve route security and safety. At a national level, we will deliver to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to galvanise a shift to a low carbon, safe and healthy land transport system.

We will continue to operate and maintain the state highway network to agreed levels of service for key freight connections in the region. We are continuing to monitor aging infrastructure across the network and expect to complete the SH7 Ahaura River Bridge replacement within the first term of the upcoming NLTP.

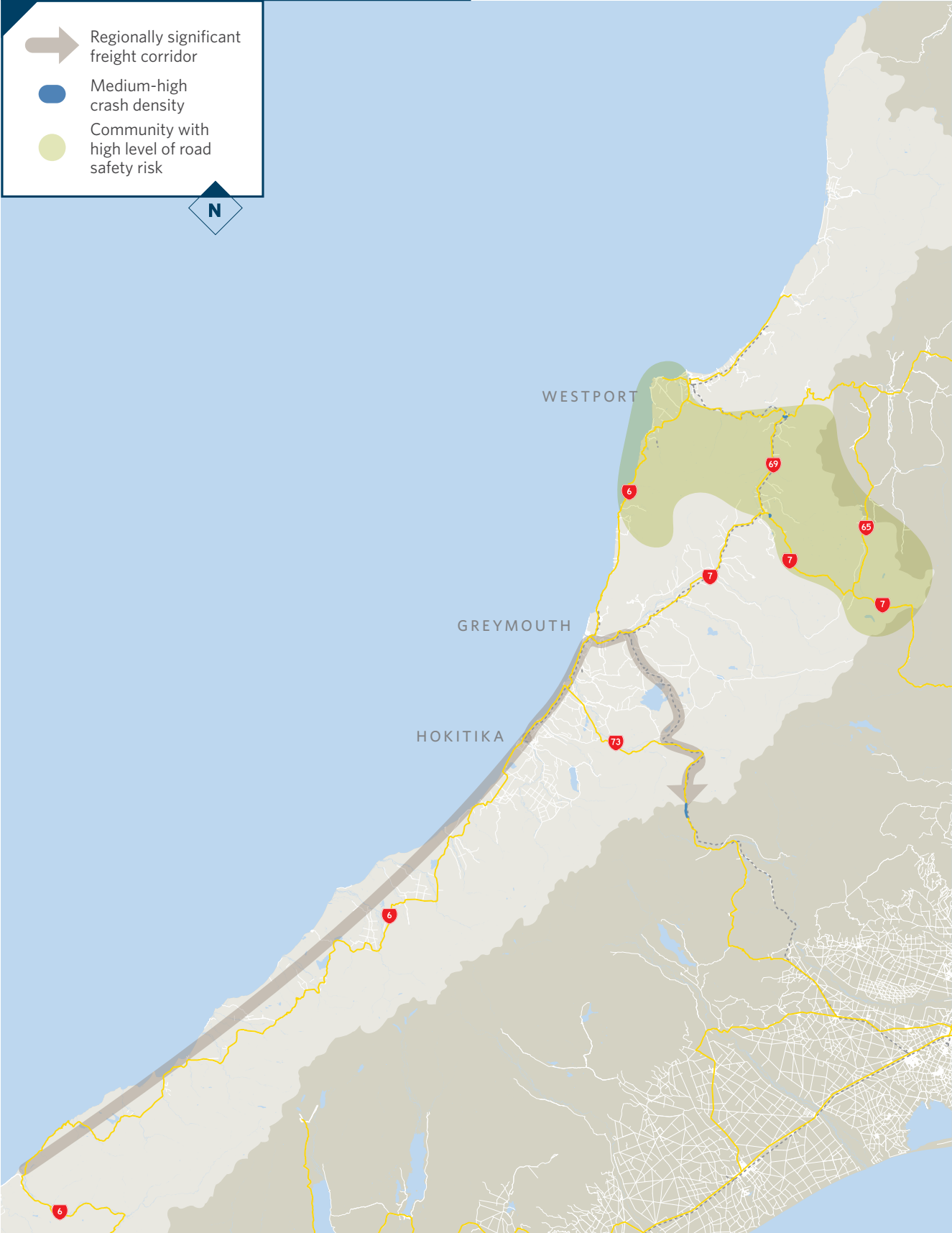
WORKING TOGETHER

We will continue to work with key regional partners to support delivery of, and complementary projects to, the package of government funded regional development activities in West Coast. This will include looking for opportunities to support tourism and economic growth.

During 2021-24, we will work with partners to complete network optimisation plans that help to improve the utilisation of all transport networks and travel modes and customer travel choices. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means.

WEST COAST

- Regionally significant freight corridor
- Medium-high crash density
- Community with high level of road safety risk

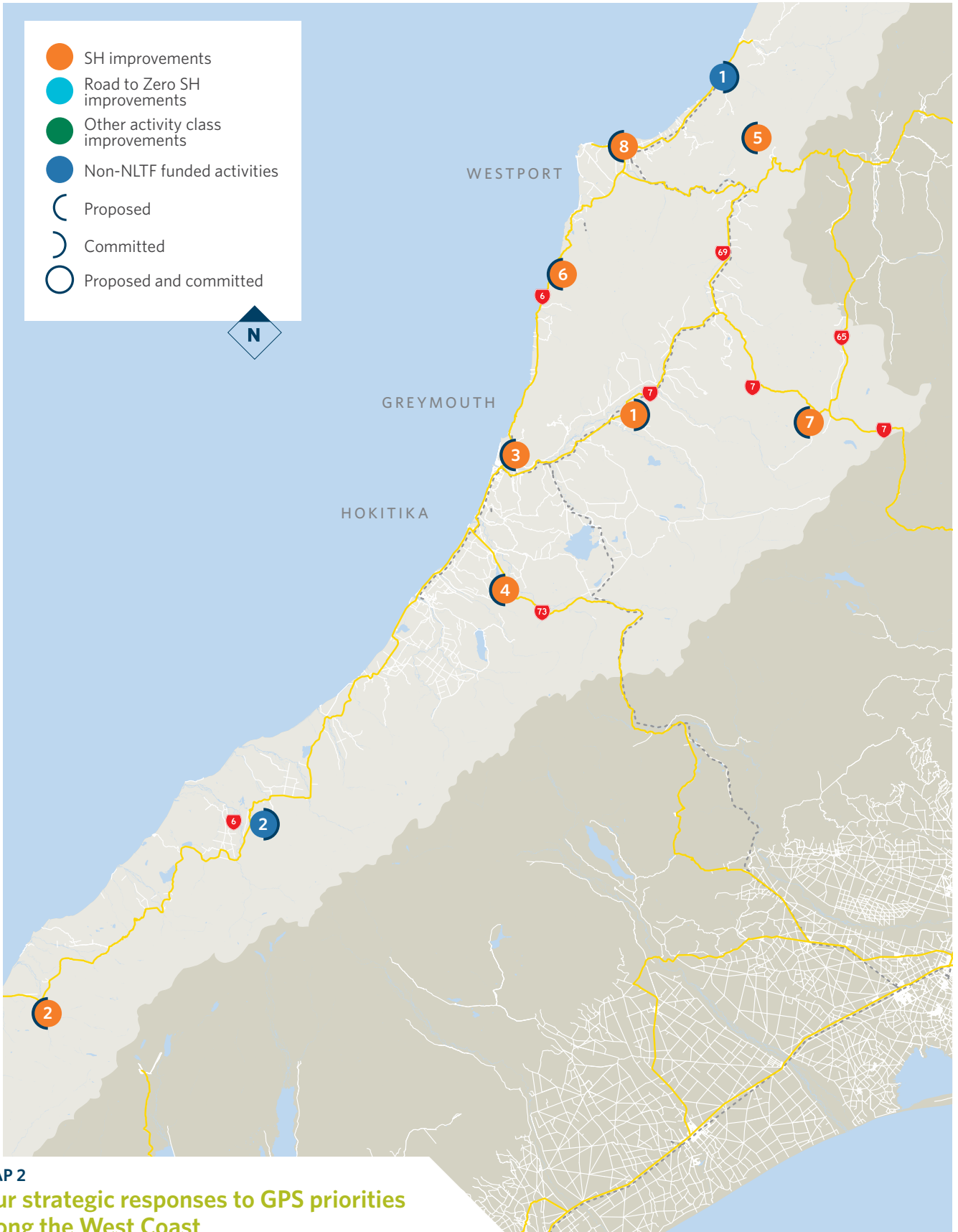


Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

TABLE 1

Our strategic responses to GPS priorities along the West Coast

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
WCSR1	Improve the reliability of freight connections along SH6 between Greymouth and Haast	IFC	Regional maintenance, operations and Renewals
WCSR2	Continue to operate reliable freight connections along state highways between Greymouth and Christchurch	IFC	Regional maintenance, operations and Renewals
WCSR3	Road to Zero Infrastructure and Speed Management Programme	Safety	Assessed through NLTP process
WCSR4	Reduce drug/alcohol impairment, increase seat belt use, reduce distraction and speeding - through road policing and behaviour change activities	Safety	Assessed through NLTP process
WCSR5	Government's support for regional economic development: <ul style="list-style-type: none"> ▪ West Coast Bridge safety improvements ▪ SH6 Tartare Bridge safety improvements ▪ SH67 Granity Seawall protection 		Regional Investment Opportunities



MAP 2
Our strategic responses to GPS priorities along the West Coast

TABLE 2

Proposed state highway programme for the West Coast region

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Committed state highway improvement activities*								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$
1	SH7 Ahaura River Bridge replacement	SHI	NLTF	CC	IMP, PTY			\$
-	Programme business case development	SHI	NLTF	All		DBC	DBC	\$
* Commitments made under the 2018 GPS, contributions as shown.								
Proposed end of life structure replacements (greater than \$2m per activity)								
2	Cook River (Weheka) Bridge	SHI	NLTF	All			IMP	\$
3	Coal Creek Overbridge	SHI	NLTF	All		IMP		\$
4	Stoney Creek Bridge	SHI	NLTF	All	IMP			\$
5	Iron Bridge (Buller River)	SHI	NLTF	All			IMP	\$
6	Fox River Bridge	SHI	NLTF	All			IMP	\$
7	Inangahua River Bridge	SHI	NLTF	All			IMP	\$
8	Orowaiti River Bridge	SHI	NLTF	All			IMP	\$
-	Median Barrier additions	R2Z	NLTF	Safety	IMP	IMP	IMP	\$
Proposed Road to Zero capital state highway safety activities (greater than \$2m per activity)								
-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
-	Regional Speed Management and Safety Infrastructure activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
Proposed investment management activities								
-	Strategic business case development	IM	NLTF	All		DBC	DBC	\$
Proposed walking and cycling activities								
-	Walking and Cycling Low Cost Low Risk	WC	NLTF	All	IMP	IMP	IMP	\$
Committed non-NLTF funded activities								
1	SH67 Granity Seawall protection	-	Regional	CC	IMP			\$
1	West Coast Bridge safety improvements	-	Regional	Safety	IMP			\$

CANTERBURY

The Canterbury region, comprising nine territorial local authorities, is New Zealand's largest by area and second largest by population. Canterbury is projected to continue to be New Zealand's second most populous region (after Auckland).

Improving road safety in the Canterbury region is a key focus for Waka Kotahi. This has been further strengthened by the launch of *Road to Zero: New Zealand's road safety strategy 2020-2030*. Road to Zero has a vision of a New Zealand where no one is killed or seriously injured in road crashes.

Our contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

We'll work with our Christchurch safety partners within the local authorities to deliver our Road to Zero Infrastructure and Speed Management Programme and ensure an integrated approach across state highways and local roads in the Canterbury region.

We'll also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school.

Safety cameras play a critical role in preventing dangerous driving that puts people's lives at risk. We'll be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads.

We are also proposing a focus on driver behaviour change – particularly speeding, drug/alcohol impairment and seat belt use.

More widely, our activities in the region include:

- **Improving freight connections** by improving the resilience of key inter-regional freight routes, including development of a business case for improving the resilience of the Kaikōura Coast to rockfall.
- **Providing better travel options and responding to climate change** by working with our local government partners to complete the next stage of Christchurch Public Transport Futures investigations.

IMPACT OF COVID-19

We don't expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19. The 10-year outlook remains largely unchanged. However, changes to work patterns for professional services may see a reduction in peak trips to city centre, due to more people working remotely.

Work to ensure the effective integration of land use and transport remains a priority, to support mode shift and reductions in greenhouse gas emissions. This includes sequencing of development, ensuring growth areas are serviced with active mode and public transport infrastructure and services, and linking housing

to employment and essential services. In addition, supporting multimodal access to Christchurch central city as the primary activity centre remains a priority.

Maintaining safe and reliable road and rail freight connections to the Lyttelton Port of Christchurch, Prime Port Timaru and associated connections to the inland port in Rolleston, will remain important to supporting the recovery. Domestic tourism destinations such as Tekapo and Akaroa may experience an increase in demand, at least in the short term.

Youth, Māori and Pasifika are expected to be disproportionately impacted by job losses, particularly in areas where deprivation levels are already high. There will be an ongoing need for transport services to support COVID-19 recovery by improving access to employment, training and essential services for vulnerable communities.

CONTEXT TO OUR PROPOSED INVESTMENT

Improving safety

Through our Road to Zero Infrastructure and Speed Management Programme, we're focused on delivering infrastructure improvements and speed management through targeted investment on Canterbury's roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

Over the next three years we're looking to invest \$141m in the Canterbury region, making 245km of state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by 12.6%.

Better freight connections

Christchurch has a nationally significant freight logistics function in the distribution of freight across the South Island by both road and rail. Efficient access to Lyttelton Port, PrimePort and the inland port in Rolleston along with safe and reliable road and rail corridors are critical to supporting the economy.

In addition to completing Christchurch Southern Motorway and Northern Corridor projects, and progressing the New Zealand Upgrade Programme (Canterbury Package), we will continue to operate and maintain the state highway network to agreed levels of service for key freight connections in the region. We will continue to invest in technology solutions which enable ourselves and partners to optimise the use of the transport system to make journeys more reliable and resilient to incidents.

Better travel options and climate change

Ensuring there are suitable safe alternatives to the private car, particularly for Christchurch, will be essential if communities and businesses are to thrive.

We will continue to work closely with our partners to complete the next stage of the Public Transport Futures and Christchurch 2050 investigations and mode shift plan for Christchurch, to develop a balanced transport system to serve the city's growing needs and reduce its reliance on private vehicles. In the next three years, we expect to deliver a number of nationwide regulatory improvements, education and advertising campaigns, and operational policies and practices to support our partners in their efforts to drive mode shift. This includes supporting trials of street changes to encourage mode shift, that can be adapted quickly and implemented at low cost.

Vehicle emissions are a significant contributor to climate change the impacts of which have a significant impact on the transport system. We have a dual responsibility to influence the reduction of vehicle emissions and improve the resilience of the transport network to climate change.

A national evidence base of vulnerability and exposure of New Zealand's highway network to natural hazards was endorsed by the Waka Kotahi Board in May 2020. A regional risk assessment identified a total of 27 major and extreme risks within the Canterbury region. These relate to rockfall, landslip, ice and snow, flooding, coastal inundation/erosion and earthquake/liquefaction. The highest rated risks relate to rockfall and landslip and are located on SH1 North of Kaikōura. This area is considered higher criticality than south of Kaikōura due the importance of this route in terms of connecting to the north (which is a vital freight route). SH1 south of Kaikōura has an alternative route (via the inland road). Otherwise, the alternate route involves a significant detour (via SH63 and Lewis Pass).

We are proposing to investigate resilience improvements at Kaikōura and Rangitata River in addition to investing in low cost, low risk resilience activities across the region. We will deliver to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to galvanise a shift to a low carbon, safe and healthy land transport system.

WORKING TOGETHER

Maintaining strong alignment with our Canterbury partners to continue to work closely on transport and land use matters is critical. Particularly, we will:

- maintain strong alignment with our Public Transport Futures partners to successfully achieve ambitious shift goals for the city and region, and develop appropriate business cases for submission into future NLTPs
- continue to collaborate on integrated growth management and land transport planning in particular Greater Christchurch
- work with partners to complete network optimisation plans that help to improve the utilisation of all transport networks and travel modes and customer travel choices to deliver mode shift objectives. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means
- seek to support complementary projects to the New Zealand Upgrade Programme (Canterbury Package) which positively contribute to the outcomes sought by government from the programme by looking for opportunities to accelerate business cases, align implementation and make procurement and consultation more efficient.

CHRISTCHURCH

358,095

Urban area population

85%

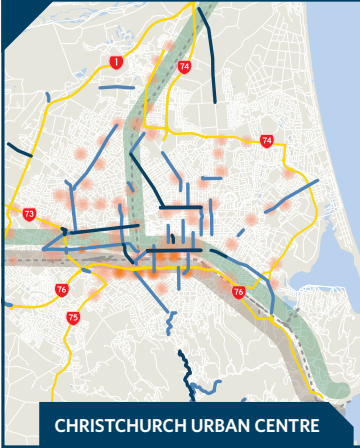
Of journeys to work by private motorised vehicle







51%

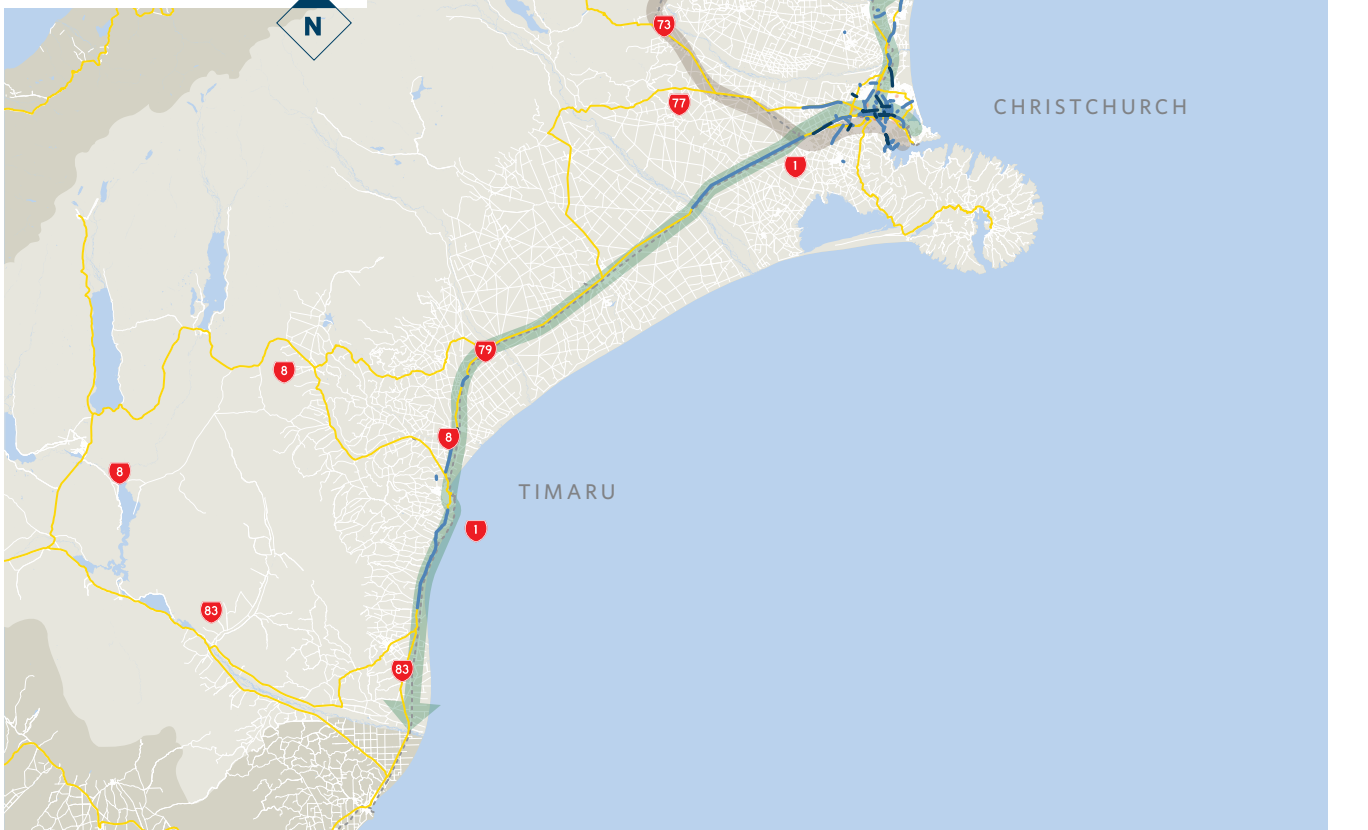
Jobs accessible within 45 mins by private motorised vehicle

39%

Jobs accessible within 45 mins by the next best mode (cycling)



-  Nationally significant freight corridor
-  Regionally significant freight corridor
-  High crash density
-  Medium-high crash density
-  High level of CO₂ emissions
-  High-medium level of CO₂ emissions

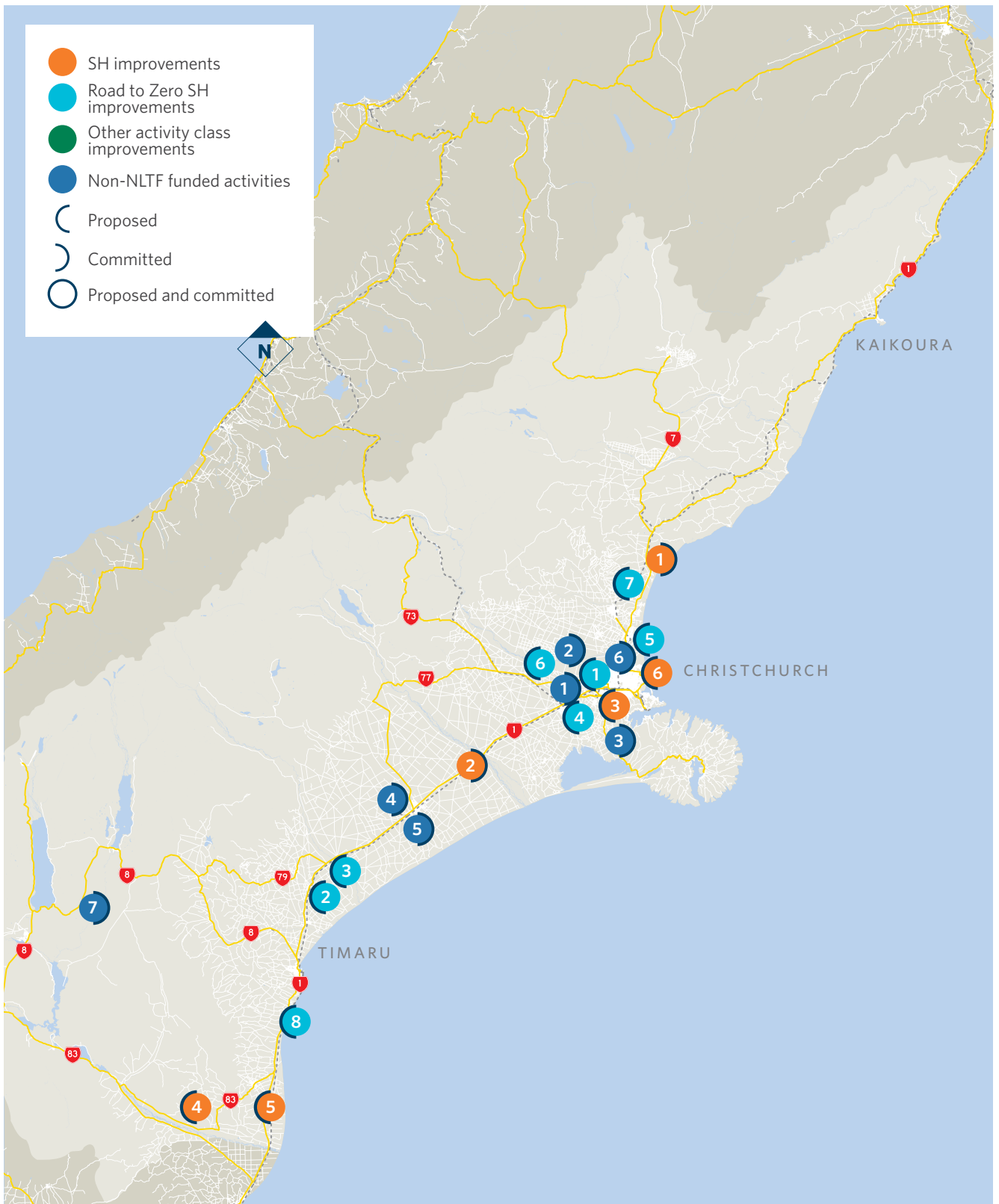


Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

TABLE 1

Our strategic responses to GPS priorities in the Canterbury region

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
CSR1	Re-establish reliable freight connections along SH1 between Christchurch and Picton, post-Kaikōura	IFC	Regional maintenance, operations and Renewals
CSR2	Continue to operate reliable freight connections along state highways between Christchurch and Greymouth, Christchurch to Dunedin and Geraldine to Queenstown	IFC	Regional maintenance, operations and Renewals
CSR3	Reduce drug/alcohol impairment and increase seat belt use in Waimate through road policing and driver behaviour change activities	Safety	Assessed through NLTP process
CSR4	Seek refreshed strategic alignment between key partners on direction and scope of mode shift, underpinned by work underway such as public transport Futures and Christchurch 2050 Develop and implement mode shift activities in Christchurch around key activity centres, in particular providing better connected active mode networks and public transport networks	BTO	Assessed through NLTP process
CSR5	Road to Zero Infrastructure and Speed Management Programme	Safety	Assessed through NLTP process
	Government's support for regional economic development: <ul style="list-style-type: none"> ▪ Brougham Street ▪ Rolleston Access ▪ SH75 Halswell Road ▪ West Melton ▪ SH1 Walnut Avenue ▪ SH1 Tinwald Corridor 	All	New Zealand Upgrade Programme



MAP 2
Our strategic responses to GPS priorities in the Canterbury region

TABLE 2

Proposed state highway programme for the Canterbury region

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Committed state highway improvement activities*								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$
1	Weigh Right Glasnevin	SHI	NLTF	IFC	IMP			\$
2	Weight Right Rakaia	SHI	NLTF	IFC	IMP			\$
-	Programme business case development	SHI	NLTF	All		DBC	DBC	\$\$
* Commitments made under the 2018 GPS, contributions as shown.								
Proposed end of life structure replacements (greater than \$2m per activity)								
3	Garlands Road Overbridge	SHI	NLTF	All			IMP	\$
4	Elephant Hill Stream Bridge	SHI	NLTF	All	IMP			\$
5	Waihao (North Branch) Bridge	SHI	NLTF	All	IMP			\$
6	ANZAC Drive Bridge	SHI	NLTF	All			IMP	\$\$
Proposed Road to Zero capital state highway safety activities (greater than \$2m per activity)								
-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
-	Regional Speed Management and Safety Infrastructure activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
1	SH1 Cracroft Street to Racecourse Road	R2Z	NLTF	Safety		IMP		\$\$
2	SH1 Timaru to Temuka	R2Z	NLTF	Safety	IMP			\$\$
3	SH1 Temuka to Winchester	R2Z	NLTF	Safety	IMP			\$
4	SH1 and Burnham intersection	R2Z	NLTF	Safety	IMP			\$
5	SH1 Hassal Street to William Street	R2Z	NLTF	Safety		IMP		\$\$
6	SH 73 West Melton to Yaldhurst	R2Z	NLTF	Safety		IMP		\$\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
7	SH1 and Leithfield Road intersection	R2Z	NLTF	Safety	IMP			\$
8	SH1S Timaru to Pareora	R2Z	NLTF	Safety		IMP		\$\$
Proposed rail network activities								
-	PT Futures Mass Rapid Transit	RN	NLTF	BTO	IBC			\$
Proposed investment management activities								
-	Strategic business case development	IM	NLTF	All		DBC	DBC	\$\$
Proposed walking and cycling activities								
-	Walking and Cycling Low Cost Low Risk	WC	NLTF	All	IMP	IMP	IMP	\$
Committed non-NLTF funded activities								
1	Rolleston Inter-connection improvement	-	NZUP	All	PRE, IMP, PTY	IMP		\$\$\$
2	SH73 Weedons and Ross Road intersection	-	NZUP	All	IMP			\$\$
3	SH75 Halswell Road improvements	-	NZUP	All	PRE, IMP			\$\$
4	SH1 Tinwald Corridor improvements	-	NZUP	All	IMP			\$
5	SH1 Walnut Avenue intersection improvements	-	NZUP	All	IMP			\$
6	SH76 Brougham Street corridor improvements	-	NZUP	All	IMP			\$\$
7	SH8 SH79 SH80 Mackenzie Basin improvements	-	Regional	All	IMP			\$

The Otago regional economy has been hit particularly heavily by the global COVID-19 pandemic. While the future outlook remains uncertain, we expect tourism will continue to shape travel demand in the region, together with the region's primary production sectors, and the ongoing focus on improving the liveability of the region's main urban centres in Queenstown and Dunedin.

We will continue to operate and maintain the state highway network to ensure existing levels of service are maintained, together with a focus on:

- **Improving safety** on our roads which has been further strengthened by the launch of *Road to Zero: New Zealand's road safety strategy 2020-2030*. Road to Zero has a vision of a New Zealand where no one is killed or seriously injured in road crashes. Our contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

We will work with our safety partners in Otago to engage and deliver the Road to Zero Infrastructure and Speed Management Programme and ensure an integrated approach across state highways and local roads across this region.

We will also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school. Safety cameras play a critical role in preventing dangerous driving that puts people's lives at risk. We'll be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads.

We will continue to work in partnership with key agencies including NZ Police, to deliver regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use.

- **Providing better transport choices** by continuing to work with local government partners on key initiatives to improve walking, cycling and public transport facilities and services in Dunedin and Queenstown, and to better manage transport and land use integration to reduce the reliance on private vehicles.
- **Improving freight and tourism connections** by investing in resilience improvements on key freight and tourist routes, to make journeys safer and more reliable.
- **Responding to climate change** by working with our investment partners to help drive a mode shift to lower emission transport options and investing in the state highway network to mitigate climate change effects.

IMPACT OF COVID-19

Outside the Queenstown Lakes and Central Otago districts, we do not expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19. The 10-year outlook remains largely unchanged, however the current situation provides an opportunity to re-evaluate the scale, location and sequencing of growth and investment planned, given the pace of growth, particularly in Queenstown, is expected to be slower than pre-COVID-19 projections.

Transport needs to play its part in supporting the recovery particularly in areas with high reliance on international tourism. Pre-existing growth pressures in Queenstown also need to be addressed, although rates of growth are forecast to slow considerably in the short-medium term. The current situation provides an opportunity to re-evaluate what is required and where, and the scale and sequencing of growth and investment to achieve objectives in the Queenstown spatial plan.

In addition, maintaining safe and reliable road and rail freight connections to Port Otago remain important to supporting the recovery.

CONTEXT TO OUR PROPOSED INVESTMENT

Improving safety

Through our Road to Zero Infrastructure and Speed Management Programme, we are focused on delivering infrastructure improvements and speed management through targeted investment on Otago's roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

Over the next three years we are looking to invest \$120m in the Otago region to make 365km of state highways safer through infrastructure improvements and speed management, to reduce deaths and serious injuries by just over 6.8%.

We will be working with our safety partners in Otago to engage and deliver the Road to Zero Infrastructure and Speed Management Programme to ensure an integrated approach across state highways and local roads for this region.

Better transport choices

Both Dunedin and Queenstown's transport systems are currently dominated by private vehicle use with low, but growing, public transport usage. This is because many areas have limited access to public transport, and incomplete and relatively poor levels of service provided for walking and cycling facilities compared to motorised travel.

Queenstown's growth projections and a constrained environment means that it must increase usage of public transport, walking and cycling and reduce its reliance on private vehicles to keep the system functional. Queenstown's geographical constraints have limited the size of the main centre and access roads. This increases the length of journeys to work and contributes to high carbon dioxide emissions.

Over the next three years we will continue to work closely with our Queenstown Way to Go partners to implement mode shift in Queenstown and will continue to work in partnership under Connecting Dunedin to support mode shift in Dunedin. This will include progressing the delivery of park and ride facilities, together with walking and cycling infrastructure upgrades in the Wakatipu area, and the completion of walking and cycling improvements on SH88 to Port Chalmers.

We will also continue to partner in the spatial planning process in Queenstown, to ensure growth areas are well integrated with existing transport networks and reduce the need for travel by private vehicles.

In Dunedin, the hospital re-development and other central city investments, particularly in the Tertiary Precinct and the Retail Quarter will provide a significant opportunity to improve walking, cycling and public transport services in the city. We will continue to engage with our partners as these development opportunities progress.

Improving freight and tourism connections

Otago depends on connections within the region, and to Canterbury and Southland to move essential supplies and rural goods to production centres and markets. Safe and reliable access to Port Otago is important to the success of the wider Otago and Southland economies. Forecast growth in freight volumes at Port of Otago, together with the port's evolving plans to expand its operations, will impact both road and rail networks and needs to be considered in future plans for the city and development of the transport system.

While regional tourism has been significantly disrupted by the COVID-19 pandemic, the region's internationally significant natural beauty coupled with unique tourism attractions means that the region will continue to be a drawcard for domestic tourists, and international tourism longer-term.

Ensuring that our network is forgiving and safe in the Otago region is particularly important given the combination of a high proportion of self-drive visitors and the unique and challenging geography of the region.

We will continue to operate and maintain the state highway network to agreed levels of service for key freight and tourism connections in the region. This will include a continuing programme to replace aging bridge infrastructure to improve route resilience, with a focus on the SH8 Beaumont Bridge over the next three years.

We will continue to work with rail, port and freight operators to explore multimodal freight hubbing opportunities and will continue our Visitor Driver Programme in the region to support safe and responsible travel.

Climate change

Vehicle emissions are a significant contributor to climate change – the impacts of which have a significant impact on the transport system. We have a dual responsibility to influence the reduction of vehicle emissions and improve the resilience of the transport network to climate change.

Through the Way to Go and Connecting Dunedin initiatives, we will continue to work with our partners to drive mode shift towards lower carbon travel options and reduce vehicle emissions. More widely, over the next three years we expect to deliver a number of nationwide regulatory improvements, education and advertising campaigns, and operational policies and practices to support our partners in their efforts to drive mode shift. This includes supporting trials of street changes to encourage mode shift, that can be adapted quickly and implemented at low cost. We will also deliver to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to galvanise a shift to a low carbon, safe and healthy land transport system.

A national evidence base of vulnerability and exposure of New Zealand's highway network to natural hazards was endorsed by the Waka Kotahi Board in May 2020. A regional risk assessment identified a total of 25 major and extreme risks within the Otago region (excluding Milford Road). These relate predominantly to rockfall, landslip, flooding and ice/snow along state highways 6, 8 and 88. The steep and unstable terrain presents significant risk that in many cases has both a high likelihood and significant consequence should the hazard occur.

An additional 15 major and extreme risks were identified along Milford Road. These relate to rockfall, avalanche, earthquake, tsunami, landslip and flooding. Key risks include numerous, significant landslip and flooding risks along the route, affecting both roads and bridges. Avalanche is also a key risk in winter and requires significant, ongoing proactive maintenance and likely to increase with the impacts of climate change.

Sections of the inter-regional east coast corridor, containing both a major rail line and the state highway north and south of Dunedin, are at risk from sea level rise, flooding, storms, slips and erosion. The impact of these could increase in the long term with climate change. Over the next three years, Waka Kotahi is investing in resilience improvements on the Katiki Coast to mitigate these effects and reduce the likelihood of unplanned route closures.

WORKING TOGETHER

We will continue to work closely with our key partners on transport and land use matters, particularly in Queenstown and Dunedin. For both centres this will include:

- working with partners to complete network optimisation plans that help to improve the utilisation of all transport networks and travel modes and customer travel choices to deliver mode shift objectives. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means.

In Queenstown this will include:

- maintaining strong alignment with partners to develop and deliver the Way to Go programme and achieve ambitious mode shift goals
- continuing to collaborate on integrated growth management and land transport planning, in particular development of the Queenstown spatial plan
- supporting complementary projects to the New Zealand Upgrade Programme (Queenstown Package) which positively contribute to the outcomes sought by government from the programme. This includes looking for opportunities to accelerate business cases, align implementation and make procurement and consultation more efficient.

In Dunedin this will include:

- continuing to maintain a strong alignment with our Connecting Dunedin partners and continuing to collaborate on the Dunedin city and hospital redevelopment initiative to support and leverage opportunities to improve transport choice in Dunedin.

QUEENSTOWN

13,533

Urban area population

79%

Of journeys to work by private motorised vehicle

57%

Jobs accessible within 45 mins by private motorised vehicle

43%

Jobs accessible within 45 mins by the next best mode (cycling)



DUNEDIN

99,873

Urban area population

83%

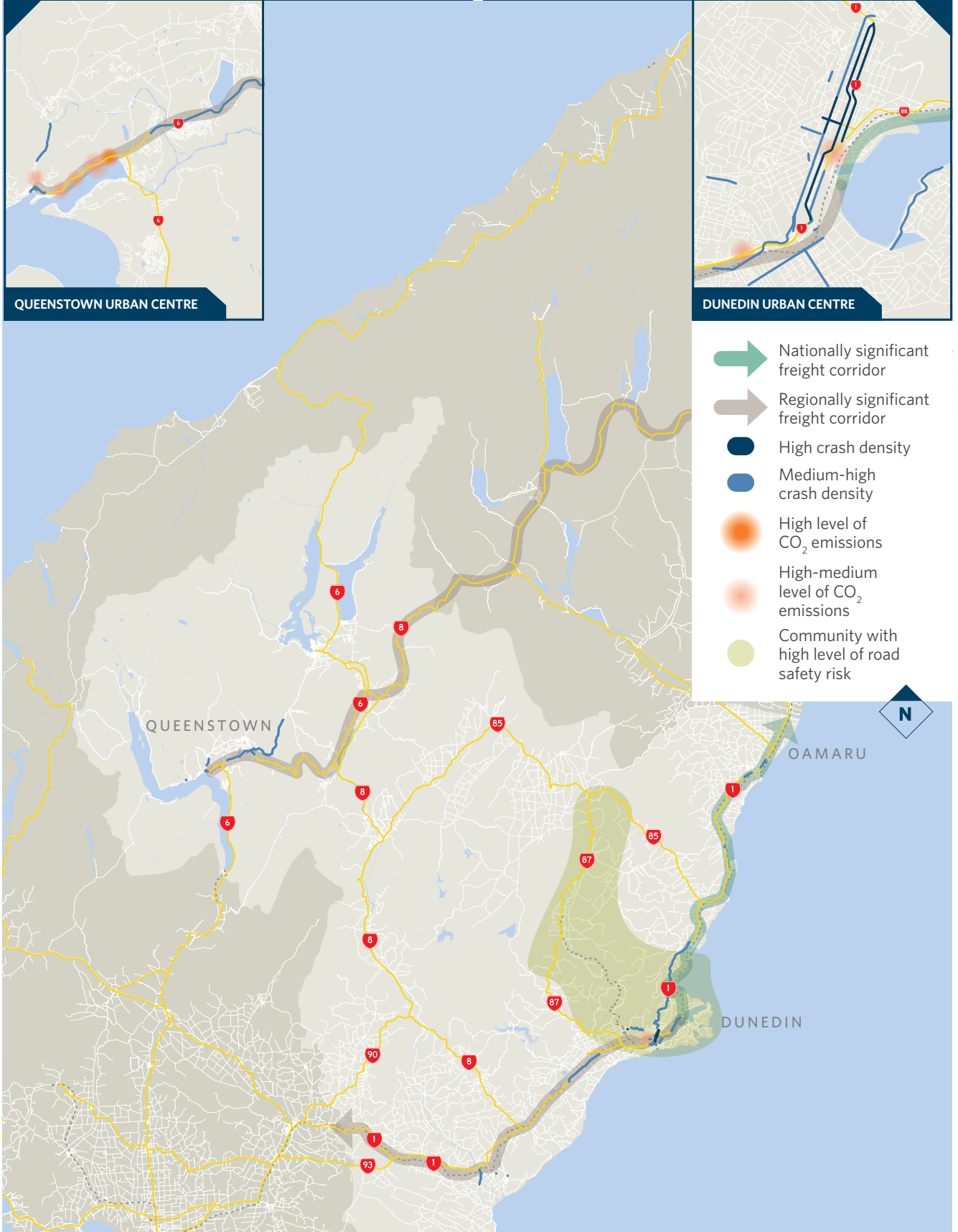
Of journeys to work by private motorised vehicle








53%

Jobs accessible within 45 mins by private motorised vehicle

46%

Jobs accessible within 45 mins by the next best mode (cycling)



-  Nationally significant freight corridor
-  Regionally significant freight corridor
-  High crash density
-  Medium-high crash density
-  High level of CO₂ emissions
-  High-medium level of CO₂ emissions
-  Community with high level of road safety risk



Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

TABLE 1

Our strategic responses to GPS priorities in the Otago region

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
OSR1	Continue to operate reliable freight connections along key state highways between Dunedin to Christchurch and Invercargill, and Geraldine to Queenstown	IFC	Regional maintenance, operations and Renewals
OSR2	Reduce distraction and fatigue in Dunedin city and Clutha through road policing and behaviour change activities	Safety	Assessed through NLTP process
OSR3	Develop and implement mode shift activities in Queenstown around key activity centres, in particular better connected active mode networks and public transport (including on-demand) networks services and infrastructure	BTO	Assessed through NLTP process
OSR4	Develop and implement mode shift activities in Dunedin, in particular better connected active mode networks and public transport (including on-demand) networks services and infrastructure	BTO	Assessed through NLTP process
OSR5	Road to Zero Infrastructure and Speed Management Programme	Safety	Assessed through NLTP process
	Government's support for regional economic development: <ul style="list-style-type: none"> • SH6A Corridor • Ladies Mile Corridor • SH6 Grant Road to Kawarau Falls 	All	New Zealand Upgrade Programme

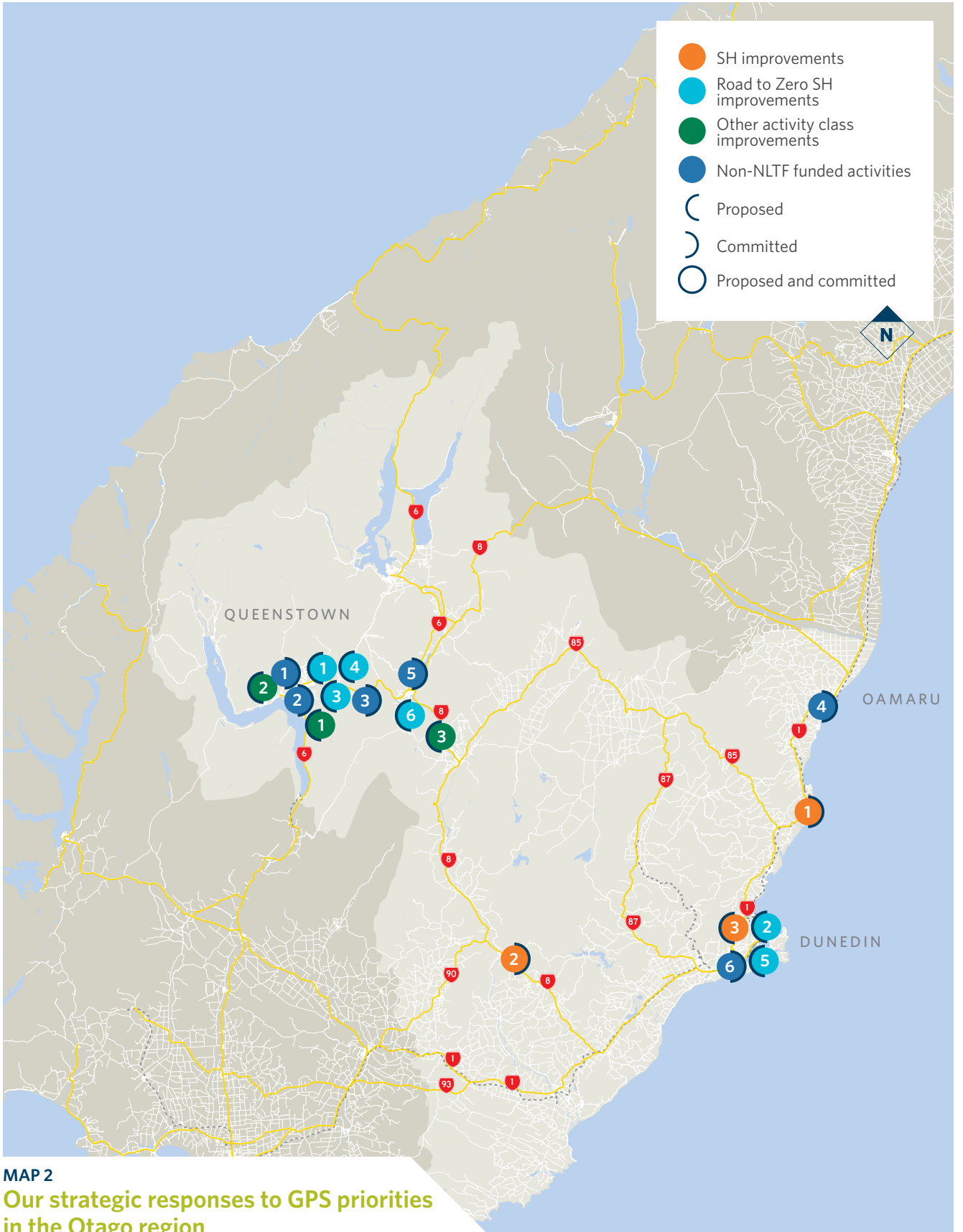


TABLE 2

Proposed state highway programme for the Otago region

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Committed state highway improvement activities*								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$
1	SH1 Katiki Coast enhanced resilience stage 2	SHI	NLTF	CC	IMP			\$
2	SH8 Beaumont Bridge replacement	SHI	NLTF	BTO	IMP			\$\$
-	Regional proportion of Nationwide Investment Proposal	SHI	NLTF	All		DBC	DBC	\$\$
* Commitments made under the 2018 GPS, contributions as shown.								
Proposed state highway improvement activities								
3	Dunedin City and Hospital	SHI	NLTF	BTO	DBC			\$
Proposed Road to Zero capital state highway safety activities (greater than \$2m per activity)								
-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
-	Regional Speed Management activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
1	SH1 Hardware Lane to Arrow Junction Road	R2Z	NLTF	Safety	IMP			\$\$
2	SH1 Thomas Street to Pine Hill Road	R2Z	NLTF	Safety			IMP	\$\$
3	SH6 Arrowtown Lake Hayes Road intersection	R2Z	NLTF	Safety	IMP			\$
4	SH6 Lake Hayes Highway and McDonnell Road intersection	R2Z	NLTF	Safety	IMP			\$
5	SH88 Dunedin to Port Chalmers	R2Z	NLTF	Safety		IMP		\$\$
6	SH8B and SH6 intersection	R2Z	NLTF	Safety	IMP			\$
Proposed public transport infrastructure activities								
1	SH6 Park and Ride facilities	PTI	NLTF	BTO	PRE	IMP, PTY		\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Proposed walking and cycling activities								
2	Wakatipu Walking and Cycling network improvements	WC	NLTF	BTO	PRE, IMP, PTY			\$\$
3	SH6 SH8B SH8 Gibbston to Clyde corridor improvements	WC	NLTF	BTO	DBC	IMP		\$\$
-	Walking and Cycling Low Cost Low Risk	WC	NLTF	All	IMP	IMP	IMP	\$\$
Proposed investment management activities								
-	Strategic business case development	IM	NLTF	All		DBC	DBC	\$
Committed non-NLFT funded activities								
1	SH6A corridor improvements	-	NZUP	BTO	PRE, IMP			\$\$
2	Grant Road to Kawarau Falls Bridge improvements	-	NZUP	BTO	PRE, IMP			\$\$
3	SH6 Ladies Mile corridor improvements	-	NZUP	All	PRE, IMP			\$\$
4	SH1S Kakanui River Flood mitigation	-	Regional	BTO	IMP			\$
5	SH6 SH8B Cromwell improvements	-	Regional	BTO	IMP			\$
6	Dunedin One Way Pair Cycle lanes	-	UCP	BTO	IMP			\$

SOUTHLAND

Southland has a history of strong economic performance, built around the primary sector and manufacturing. However, the region's high level of productivity, fifth highest in New Zealand, faces two key challenges for its future. The first is a static population and the second is economic reliance on a limited number of industries such as dairy and aluminium, with questions over the long-term future of the Tiwai Point smelter. Tourism has played an increasing role in the region's economy, driven by strong growth in international visitor numbers, although visitor numbers will be impacted by the COVID-19 pandemic.

The region contains a number of the less visited but notable tourism attractions such as the Catlins or the gateway to Stewart Island, and the transport system has a role in meeting the needs of the independent traveller.

As a rural-based economy, the road and rail networks are critical for moving goods to production centres and on to domestic and international markets. The movement of freight north to Dunedin/Port Chalmers and beyond, and the tourist connection to Queenstown are two key connections into and out of the region.

The Southland Regional Development Strategy Action Plan identifies two key areas where transport can support economic growth in the region. These are:

- Support the tourist industry through enhanced visitor experiences, corridor improvements and increased visitor information.
- Safe and reliable connections within the region, and north to Queenstown and Dunedin.

Our investment priority in Southland will be on the region's relatively poor safety record. We will focus our investment priorities on high-risk roads and intersections, and driver behaviour change, particularly alcohol and drug impairment, people not wearing seat belts and speeding. More widely, our activities in the region include ensuring key tourism and freight routes are safe and resilient.

IMPACT OF COVID-19

We don't expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19. The 10-year outlook remains largely unchanged, although the recent announcement of the closure of the Tiwai aluminium smelter has created further uncertainty which will need to be factored in as the impact becomes clearer. Maintaining safe and reliable road and rail freight connections to Port Otago and South Port remain important to supporting the recovery.

CONTEXT TO OUR PROPOSED INVESTMENT

Improving safety

The Southland region has a relatively poor safety record with issues around run-off road and head-on crashes, crashes at intersections, speeding and crashes involving vulnerable users.

Improving safety on our roads which has been further strengthened by the launch of *Road to Zero: New Zealand's road safety strategy 2020-2030*. Road to Zero has a vision of a New Zealand where no one is killed or seriously injured in road crashes.

Through our Road to Zero Infrastructure and Speed Management Programme, we are focused on delivering infrastructure improvements and speed management through targeted investment on Southland's roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

Within the Southland region over the next three years, we are looking to invest \$10m to make 129km of state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by 1.17%.

We will be working with our safety partners in Southland to engage and deliver the Road to Zero Infrastructure and Speed Management Programme to ensure an integrated approach across state highways and local roads for this region.

Better freight connections, travel options and climate change

The region relies on its extensive road network to support rural production. SH1 and the Main South Line are regionally significant freight connections linking Dunedin to Invercargill which remain vulnerable to surface flooding around South Port, with inland routes affected by heavy rainfall and landslides. We will continue to operate and maintain the state highway network to current levels of service for key freight connections in the region.

The availability of suitable safe alternatives to the private car is a key component of healthy, thriving communities and businesses. Over the next three years we expect to deliver a number of nationwide regulatory improvements, education and advertising campaigns, and operational policies and practices to support our partners in their efforts to drive mode shift. Further, we will deliver to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to galvanise a shift to a low carbon, safe and healthy land transport system.

A national evidence base of vulnerability and exposure of New Zealand's highway network to natural hazards was endorsed by the Waka Kotahi Board in May 2020. A regional risk assessment identified two major risks within the Southland area. The most significant of these relates to a coastal section of SH1 to the port. This is at risk from coastal inundation and sea level rise with current flooding likely to increase to extreme in the long-term.

Treefall during extreme weather is also a risk that requires ongoing management even with the extensive programme which already occurs, this is also likely to increase with climate change. The Homer Tunnel has a number of risks associated with it, including seismic, rockfall and avalanche. There is a current business case underway for strengthening of the portal and for protection structures, however further work would also be required.

WORKING TOGETHER

Maintaining strong alignment with our Southland partners is critical. We will continue to work with our partners on transport and land use matters as well as wider initiatives to support economic growth and community wellbeing as they arise.

During 2021-24 we will work with partners to complete network optimisation plans that help to improve the utilisation of all transport networks and travel modes and customer travel choices. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means.

INVERCARGILL

47,625

Urban area population

93%

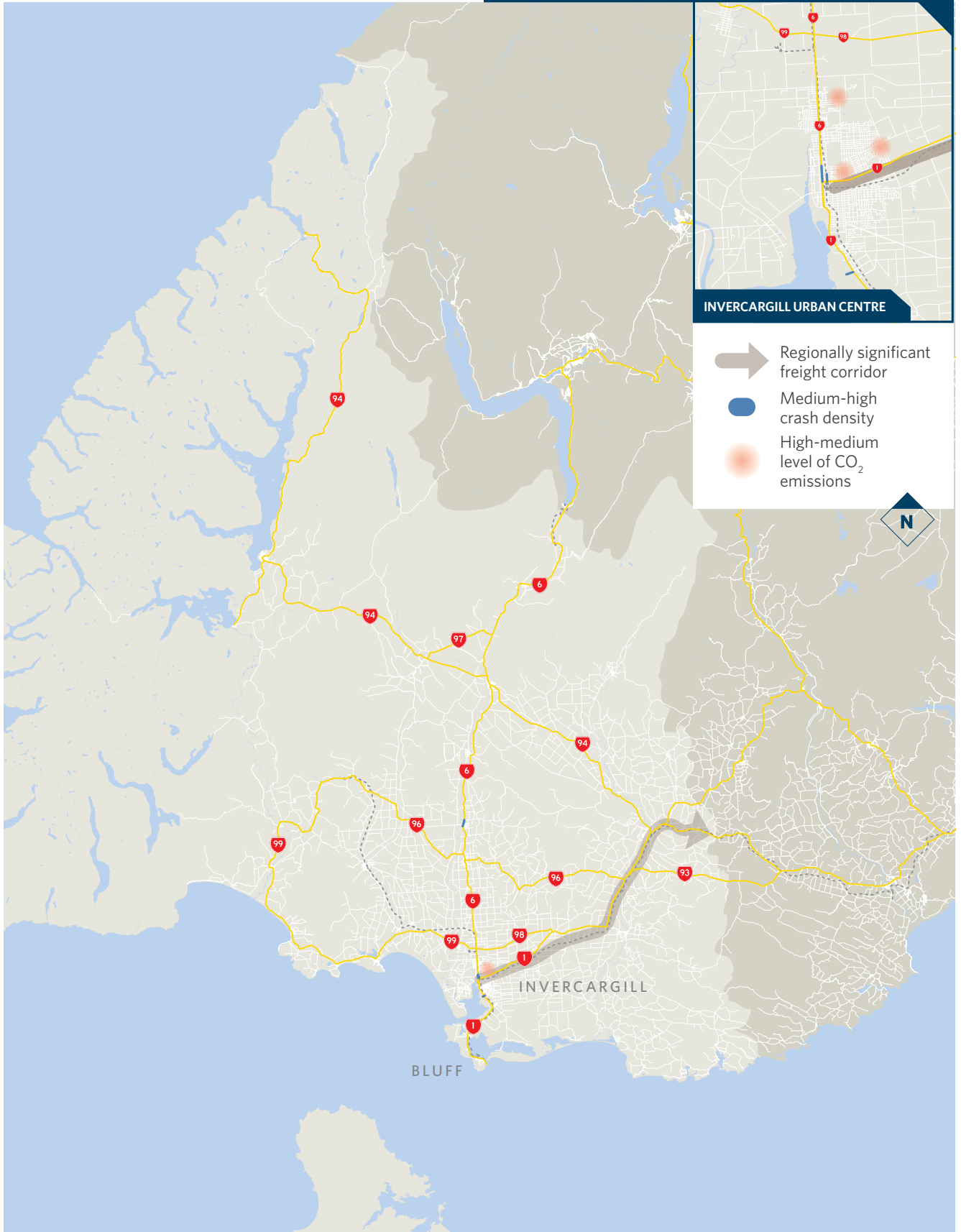
Of journeys to work by private motorised vehicle

61%

Jobs accessible within 45 mins by private motorised vehicle

51%

Jobs accessible within 45 mins by the next best mode (cycling)

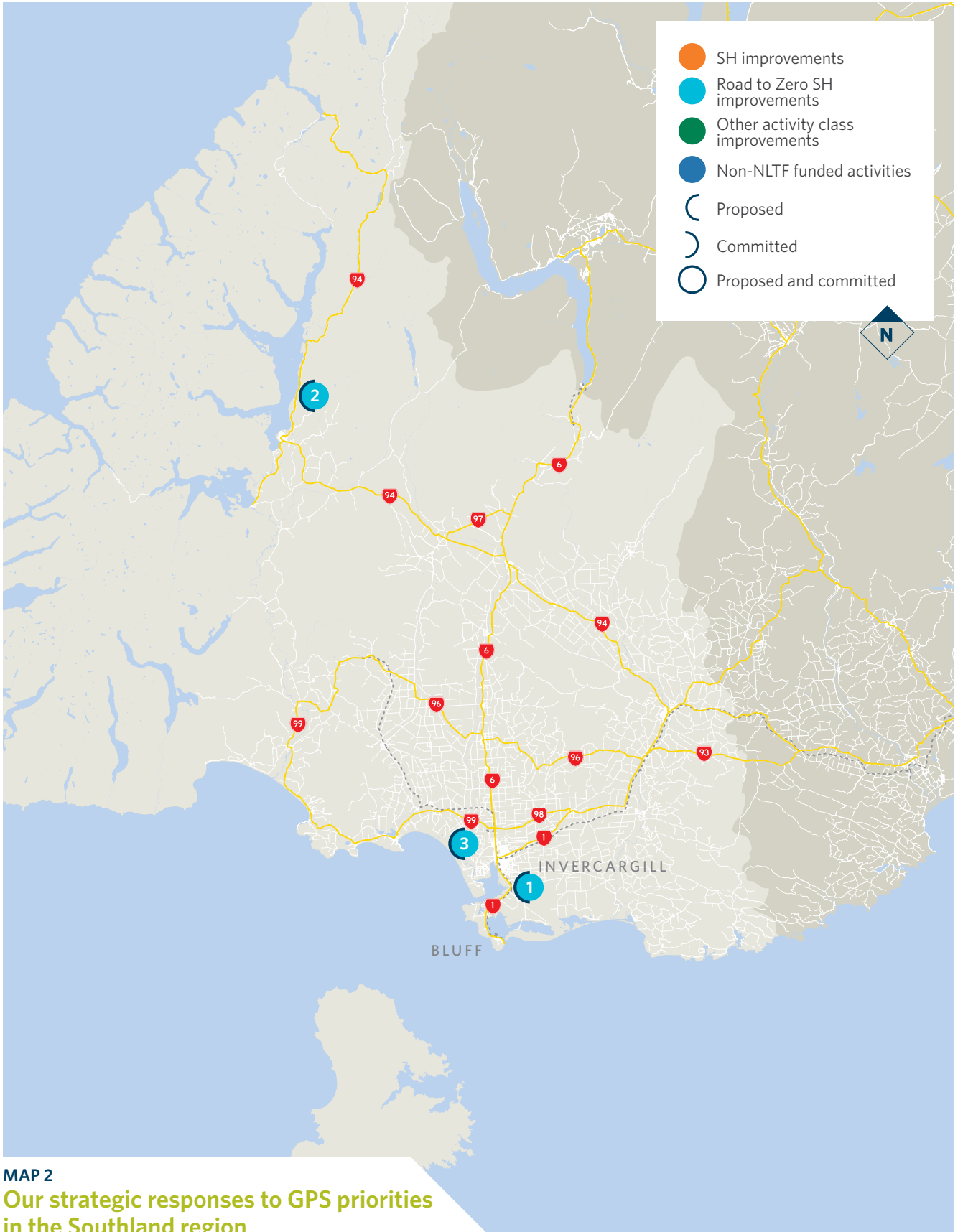


Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

TABLE 1

Our strategic responses to GPS priorities in the Southland region

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
ISR1	Continue to operate a reliable state highway freight connection between Invercargill and Dunedin	IFC	Regional maintenance, operations and Renewals
ISR2	Reduce alcohol/drug impairment, increase seat belt use and reduce speeding through road policing and behaviour change activities	Safety	Assessed through NLTP process
ISR3	Road to Zero Infrastructure and Speed Management Programme	Safety	



MAP 2
Our strategic responses to GPS priorities in the Southland region

TABLE 2

Proposed state highway programme for the Southland region

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Committed state highway improvement activities*								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$
-	Programme business case development	SHI	NLTF	All		DBC	DBC	\$
* Commitments made under the 2018 GPS, contributions as shown.								
Proposed Road to Zero capital state highway safety activities								
-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
1	SH15 Bluff Highway and Elles Road Intersection improvement	R2Z	NLTF	Safety	IMP			\$
2	SH94 Ewe Burn Bridge to Lower Hollyford Road	R2Z	NLTF	Safety	IMP			\$
3	SH99 Cummock Street to Albany Street	R2Z	NLTF	Safety	IMP			\$
-	Regional Speed Management activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
Proposed investment management activities								
-	Strategic business case development	IM	NLTF	All		DBC	DBC	\$
Proposed walking and cycling activities								
-	Walking and Cycling Low Cost Low Risk	WC	NLTF	All	IMP	IMP	IMP	\$



If you have further queries, call our contact centre on 0800 699 000 or write to us:

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Wellington 6141

This publication is also available on our website at www.nzta.govt.nz

