



# NATIONALLAND TRANSPORT PROGRAMME

2018-21

# 2018–21 NLTP REVENUE AND INVESTMENT FLOWS

## FUNDING WILL COME FROM...

Local share of NLTP activities **\$3,377m**

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

Fuel excise duty (net)<sup>1</sup> **\$6,610m**

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

Road user charges (net)<sup>1</sup> **\$5,073m**

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

Motor vehicle registry fees (net)<sup>1</sup> **\$685m**

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

State highway property **\$151m**

Rentals and other charges on state highway property & sale of land surplus to transport requirements

Use of surplus & short-term debt movement **\$494m**

Use of surplus from previous NLTP and movement in short-term debt

SuperGold card **\$91m**

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

Kaikōura Earthquake Recovery Fund **\$225m**

Crown appropriation to fund the reinstatement of State Highway 1 following the Kaikōura-Hurunui Earthquake

Housing Infrastructure Fund loan **\$109m**

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

Auckland Accelerated Programme loan **\$13m**

Crown loan to fund acceleration of key Auckland roading projects targeted to reduce congestion

Accelerated State Highway Regional Programme **\$94m**

Crown appropriation to fund earlier delivery of regional state highway projects

Urban Cycleway Programme **\$25m**

Crown appropriation to accelerate delivery of urban cycleways by leveraging NLTF and local funding

Crash Analysis System **\$2m**

Crown appropriation to reflect collection and use of CAS for wider transport sector

TOTAL FUNDS

**\$16,949 million**

## AND WILL BE INVESTED IN...

Walking & cycling improvements

**\$390m**

Public transport, transitional rail & rapid transit

**\$3,924m**

Road policing, road safety promotion & demand management

**\$1,293m**

Road, walking & cycling network operation & maintenance

**\$5,767m**

Local, regional and state highway road improvements

**\$5,280m**

System development & management

**\$237m**

Miscellaneous<sup>2</sup>

**\$58m**

TOTAL FUNDS

**\$16,949 million**

## ...TO ACHIEVE

ROAD SAFETY  
**26% OF EXPENDITURE**

ACCESS TO OPPORTUNITIES  
**40% OF EXPENDITURE**

IMPROVED TRANSPORT CHOICE  
**15% OF EXPENDITURE**

IMPROVED RESILIENCE  
**19% OF EXPENDITURE**

Value for money and  
minimising environment impacts

1. Net of refunds and administrative costs
2. Covers costs for bad debts, search & rescue, recreational boating safety awareness and revenue system management

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# BY THE NUMBERS

**\$16.9  
BILLION**

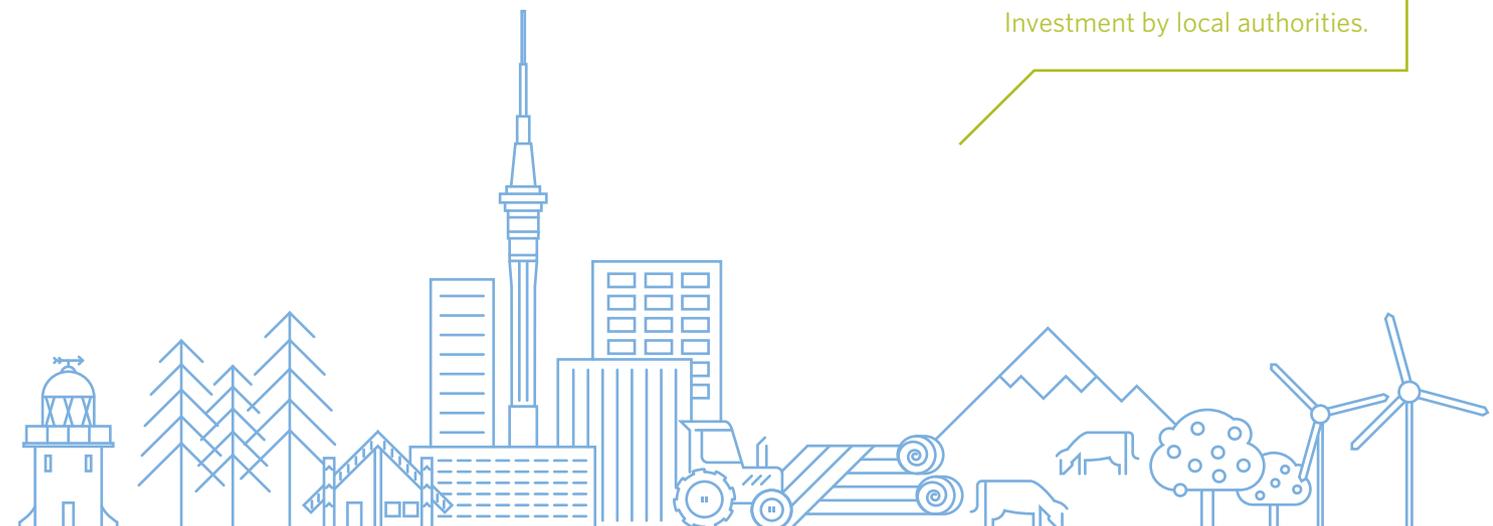
Total investment in land transport under this NLTP. Includes NZ Transport Agency spend of \$12.9 billion.

**\$547  
MILLION**

Investment by the Crown.

**\$3.4  
BILLION**

Investment by local authorities.



**\$1.3  
BILLION**

Total investment in local road improvements over the next three years.

**\$3.1  
BILLION**

Investment in public transport - a record spend.

**\$4.3  
BILLION**

Total spend during the next three years to reduce deaths and serious injuries on New Zealand roads.

**\$390  
MILLION**

Total direct investment in walking and cycling facilities over the next three years.

**\$5.7  
BILLION**

Total investment on state highway and local road maintenance.

**\$1.1  
BILLION**

Forecast investment in road policing during the next three years.





# INTRODUCTION

A modern, well-functioning transport system is crucial for New Zealand to thrive. The transport system connects people, communities and businesses, helps the economy grow, and shapes the development of our towns and cities. It must be easy to use and, above all, needs to keep people safe.

The Government's priorities for the land transport system are outlined in the Government Policy Statement for land transport (GPS), which was released in June 2018. GPS 2018 focuses on creating a safe, resilient, well-connected and multi-modal transport system that enables new housing opportunities, liveable cities and sustainable economic development in regional New Zealand.

GPS 2018 guides decision-making on where investment and resources will be focused over the next 10 years. It provides strategic direction, sets out the Government's priorities for the land transport system, forecasts how much revenue will be raised for the National Land Transport Fund (NLTF) and specifies how this funding will be allocated across different types of land transport activities.

The National Land Transport Programme (NLTP) is a three-year programme of planned activities and a 10-year forecast of revenue and expenditure prepared by the NZ Transport Agency to give effect to the GPS. The NLTP is a partnership between the Transport Agency, which invests NLTF funding on behalf of the Crown, and local government, which invests local funding on behalf of ratepayers.

In preparing the 2018-21 NLTP, the Transport Agency has worked closely with local, regional and unitary authorities, Auckland Transport and other approved organisations, the Department of Conservation and Waitangi Trust.

The NLTP is composed of locally-led activities put forward by Regional Transport Committees in their Regional Land Transport Plans (RLTPs) and activities included in the Transport Agency Investment Proposal, which was released in April 2018 to set out a proposed programme of NLTF-funded activities.

All proposed activities have been assessed for inclusion within the NLTP and prioritised through the Transport Agency's Investment Assessment Framework (IAF) according to their value for money and alignment with the priorities, objectives and expected results within GPS 2018. The result is a planned programme of national and regional activities that responds to the GPS and will ensure our transport system meets the needs of all New Zealanders now and in the future.

The NLTP sets out forecast activities and expenditure. While some activities are committed for funding, other activities continue to be proposed only, awaiting further planning and information to confirm their priority. Given that local government had limited time to consider the extent of the changes in GPS 2018 before they finalised their RLTPs in June 2018, it is expected there will be a number of variations over the three-year period of the NLTP. The Transport Agency will continue over this time to support councils to take up the opportunities provided by GPS 2018.

# GIVING EFFECT TO THE GOVERNMENT'S NEW DIRECTION

Based on GPS 2018, the Transport Agency will ensure that its investment decisions in the NLTP will support the Government's priorities for a land transport system that:

- is a **safe** system, free from death and serious injury
- improves **access** to economic and social opportunities, improved resilience, and transport choices for urban and regional New Zealand
- enables better **environmental** outcomes through reducing adverse effects of transport on the climate, the local environment and public health
- delivers the best possible **value for money** through investing in the right infrastructure and services to the right level at the best cost.

## NEW STRATEGIC DIRECTION: GPS 2018



To achieve the Government's strategic priorities for the land transport system, the Transport Agency is guided by the three themes in GPS 2018 which set out how the Government intends the priorities will be delivered. The Transport Agency will be working with others to:

- apply a **mode neutral** approach to transport system investment
- use **technology and innovation** to achieve improved performance
- **integrate land use and transport planning and delivery** activities.

From the Transport Agency's investment perspective, key strategic shifts are:

- a step-change in reducing deaths and serious injuries
- an increased focus on environmental outcomes and greater parity across economic, social and environmental outcomes
- a proactive modal shift in urban areas from roads to public transport and active modes, with a particular focus on rapid transit
- a new emphasis on the role of transport infrastructure in 'urban place-making', to support liveable cities
- a substantial increase in local and regional investment – through local road improvements, safety improvements, inter-regional passenger and freight connections, and resilience (including climate change adaptation)
- increased investment in optimising the efficiency of the system across modes, eg through integrated urban and transport planning, travel demand management and new technologies
- a reduced emphasis on state highway improvements, while keeping maintenance and resilience treatments at an optimal level.

The Transport Agency developed a new Investment Assessment Framework (IAF) to give effect to the Government's transport priorities, and to provide guidance to our co-investment partners on how investment proposals will be prioritised. It responded to the changes in GPS 2018, such as the revised priorities, objectives and results, and changes to funding ranges. The IAF is part of the Transport Agency's investment decision-making system, and is used to assess and prioritise NLTF funding for projects and programmes proposed for inclusion in the NLTP.



## **DELIVERING ON MINISTERIAL EXPECTATIONS**

In preparing the 2018–21 NLTP, the Transport Agency has taken into account the Ministerial expectations that are outlined in GPS 2018. These include:

- taking a lead role in securing integrated planning of the transport system
- ensuring that all transport modes and alternatives have been considered when planning and investing in land transport, and making decisions based on the ability to deliver positive social, economic and environmental outcomes
- taking a lead role in advancing technology and innovation to deliver the best transport solution
- taking a lead role in securing prudent activity management and operations
- working with the Ministry of Transport to monitor and report on the results under the GPS to enable appropriate evaluation of the GPS
- monitoring and reporting on investment decision-making and investment efficiency
- taking a lead role in advancing the Government's priorities in Auckland.

The Transport Agency is responding to these expectations by showing leadership, sharing information with its investment partners, and refreshing its investment decision-making system to ensure a robust approach is taken to identify appropriate transport solutions.

## **SUPPORTING COUNCILS TO CO-INVEST**

GPS 2018 provides new opportunities for local councils, particularly in the areas of regional improvements, local road improvements, public transport and active modes. All of these have local share requirements (usually in the order of a 50:50 ratio between NLTF and local share).

This new opportunity presents some challenges in relation to local share affordability. The Transport Agency has worked with local government to develop a range of support options to enable councils to take up new co-investment opportunities in the GPS.

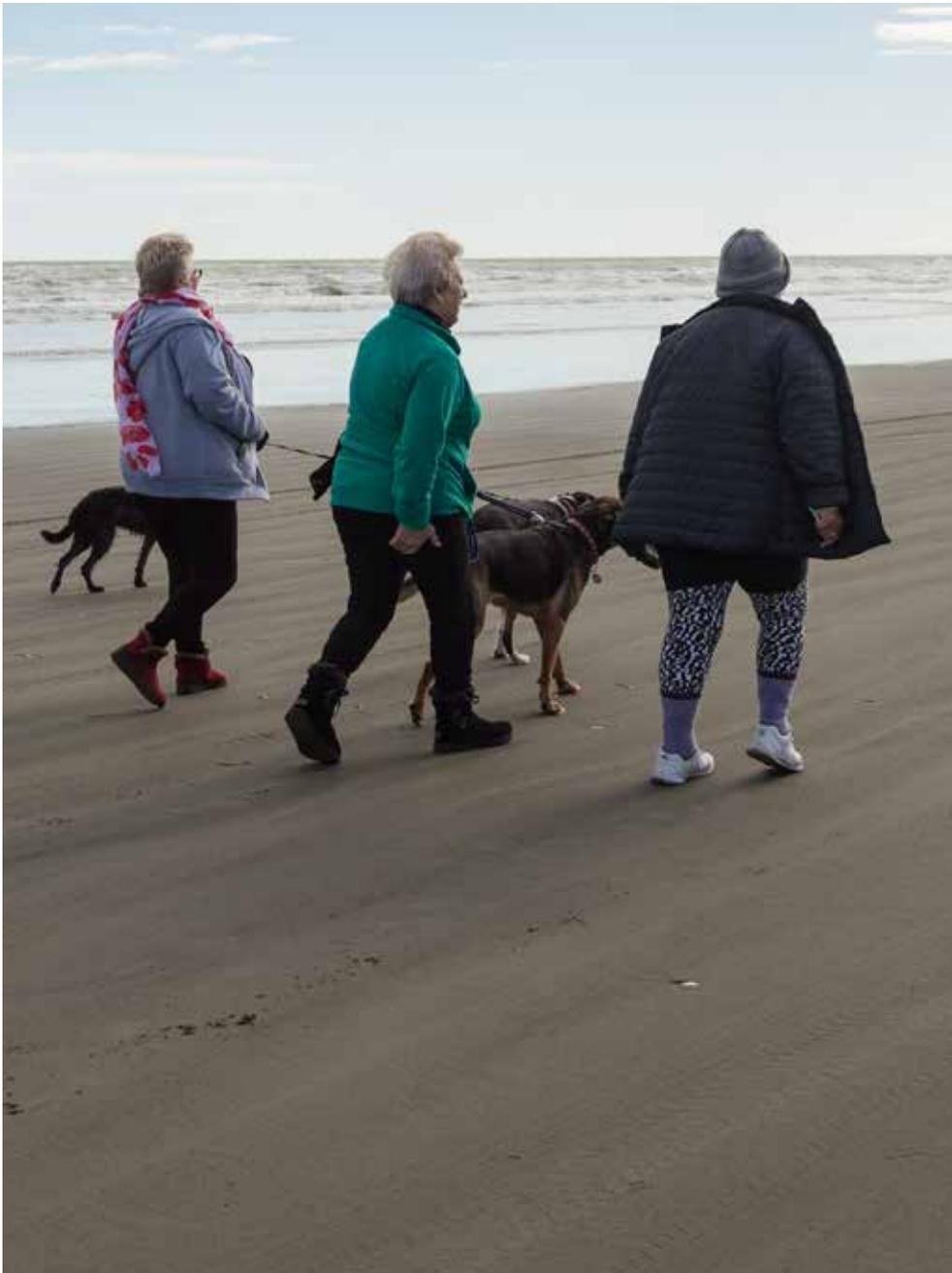
A range of initiatives have been developed to support local government. As a first step, the Transport Agency is establishing five National Priority Programmes to accelerate activities aligned with the government's priorities including:

- safety on local roads
- public transport
- walking and cycling
- regional improvements
- network resilience.

The programme teams will include representatives from both the Transport Agency and local government.

The Transport Agency will also:

- introduce enhanced targeted funding assistance rates (FAR) for the priority programmes to help councils meet their local share of funding, enabling other activities to be brought forward and delivered during this NLTP
- streamline planning and development processes to help bring forward activities within each programme
- share capability and capacity with local government to accelerate planning, business case development and project implementation.



# RESPONDING TO GOVERNMENT PRIORITIES

## SAFETY

*'Significantly reducing the number of deaths and serious injuries that occur on the transport network is a key priority for GPS 2018.'* GPS 2018

### GPS OBJECTIVE

A land transport system that is a safe system, free of death and serious injury.

Nobody should die or be seriously injured as the result of the land transport system. However, road deaths have increased from 253 in 2013 to 380 in 2017, while the total number of deaths and serious injuries has increased from 2,215 to 3,185 during the same period.

Reversing New Zealand's current trauma trends requires a transport system that is designed and operated for people, and one that considers their safety as the top priority.

The GPS 2018 reflects a significant lift in ambition for improving the safety of the land transport system. The NLTP responds to this by proposing a programme of initiatives that:

- **is targeted to the most significant risks:** Investment will focus on reducing the risk of head-on crashes, targeting high-risk intersections, making roads and roadsides more forgiving in the event of human error or mechanical fault, and protecting vulnerable users such as pedestrians, cyclists and motorcyclists.
- **can be delivered swiftly:** A focus on highest-value interventions that can be delivered within the next three years and immediately deliver significant safety benefits. For safety interventions that may take more time to design and deliver, the Transport Agency is investigating procurement approaches to expedite delivery as much as possible.

### State highways and local roads are safer for everyone

*GPS 2018 supports investment in safety improvements on state highways and local roads - targeting investment at roads and roadsides that will have the greatest impact on reducing deaths and serious injuries.*

The Transport Agency is working with local government to sharpen core asset management practices through increased use of lower cost safety interventions such as improving skid resistance, improving signs and markings (including rumble strips), targeted seal widening, and maintaining cycling and pedestrian facilities to make routes safer for all modes.

There is an increase in investment in road safety through the 2018-21 NLTP, particularly through the introduction of the Safe Networks programme. The Transport Agency will work closely with local government and its road safety partners to deliver the programme, concentrating on high-risk routes across New Zealand.

Safe Networks will focus on safe roads and roadsides, safe and appropriate speeds and safe level crossings. These actions will make roads more forgiving of human error, which will lower trauma rates. This will be complemented by continued investment in road safety maintenance, advertising and education, road policing, and public transport, all of which support improved safety outcomes.

The GPS 2018 reflects a significant lift in ambition for improving the safety of the land transport system.



Interventions will typically include median and roadside barriers, intersection improvements such as roundabouts, measures to improve safety for motorcycles, safety enhancements for walking and cycling such as better lane separation, and speed management. This will make roads and roadsides more forgiving in the event of human error or mechanical fault, and will protect vulnerable users such as pedestrians, cyclists and motorcyclists.

### **Safe speeds**

GPS 2018 supports investment in state highways and local roads to accelerate the implementation of the new *Speed management guide*, focusing on treating the top 10 per cent of the network which will result in the greatest reduction of death and serious injury as quickly as possible.

Speed affects both the likelihood of a crash and the severity of crash outcomes. Achieving safe and appropriate speeds across the network results in significant safety gains for all road users.

During the next three years, the Transport Agency will:

- work with road controlling authorities to accelerate the implementation of the *Speed management guide*, targeting the top 10 percent of the network
- focus in particular on the Auckland, Waikato and Canterbury regions where the greatest safety gains can be made
- invest in safety improvements, such as median barriers and rumble strips on selected roads to enable current limits to be maintained
- invest in an evidence-based national advertising and education campaign on speed management to support community engagement and help build public understanding and support for safer speeds
- work with the NZ Police to coordinate speed management with the enhanced fixed safety camera programme, and to consider introducing point-to-point cameras.

### **Safe road use through appropriate education and promotion activities and regulatory changes**

GPS 2018 supports investment in initiatives to improve road user behaviour and community understanding of road safety through the road safety promotion activity class.

The Transport Agency will continue to invest in advertising and other behavioural change programmes to help the community understand and support the need for infrastructure improvements, speed management and other road safety initiatives.

The 2018-21 NLTP's education and advertising programme will support police enforcement activities and address a number of themes, including distraction, fatigue, young drivers and motorcycling.

The Transport Agency will invest in an evidence-based national advertising and education campaign to help build public understanding and support for safer speeds, and are working with the NZ Police to co ordinate the enhanced fixed safety camera programme and consider the introduction of point-to-point cameras.

Other activities include the BikeReady programme, which provides cyclists with the skills and experience they need to feel safe on our transport network, and exploring innovative ways for advertising campaigns to reach people who persistently don't wear seatbelts.

### **Effective enforcement activity to promote safe behaviour by road users**

**The GPS 2018 supports investment in effective enforcement activity to promote safe behaviour by road users.**

The Transport Agency, Ministry of Transport and NZ Police have formed a road safety partnership to implement a new operating model and a new investment and funding approach to support joined-up delivery of the Road Safety Partnership Programme. The partnership will promote safe behaviour by road users and support greater uptake of technology needed to support the sector wide focus on safe speeds to reduce avoidable harm.

The 2018–21 Road Safety Partnership Programme will support the police to achieve their operational target of a 5 percent reduction in road deaths each year to 2030. Police will take an enforcement and prevention approach targeted to highest risk, including:

- speed management with a mix of manual and automated enforcement and intervention
- impairment – including alcohol, drug and fatigue related impairment
- restraints – including seatbelts, child restraints and helmets
- distractions – including mobile phone use, careless use and distracting behaviours
- high-risk drivers – including recidivist and high-end, risk-taking behaviours
- vulnerable and active users – including the elderly, children, pedestrians, cyclists and motorcyclists
- network maintenance and efficiency – through effective crash investigation practices
- vehicle and operator safety and compliance – including regulatory compliance of commercial vehicles and driving.

### **Safer vehicles**

**GPS 2018 supports investment in improving the vehicle fleet.**

Recent research shows that improving the proportion of light vehicles with high safety ratings will reduce road trauma:

- 66% of death and serious injury crashes are in 1 and 2 star safety rated vehicles that offer little safety protection – these make up 45% of the light vehicle fleet.
- People lack awareness of the role their vehicle plays in keeping them safe – either in reducing the likelihood of a crash or protecting occupants if a crash happens.

Improving the proportion of light vehicles with high safety ratings will reduce road trauma. The Transport Agency is developing an integrated communications programme, in partnership with the vehicle industry, to:

- raise awareness among consumers of the important role the vehicle plays in a crash, and highlighting the benefits of 4 and 5 star vehicles
- encourage those consumers who can afford to do so to scrap their 1 and 2 star vehicles
- ensure safety information is available at the point of sale.

## ACCESS

*'Access is defined as people's ability to connect with people, goods, services and opportunities and thereby engage in economic and social activity.'* GPS 2018

Access can be achieved through:

- the transport system which enables physical mobility
- the land use system which brings people closer to opportunities
- technology that allows people to access opportunities virtually.

It also enables physical mobility and brings people closer to the social and economic opportunities associated with education, employment, healthcare and markets. Improving access across the transport system is about providing safe, easy and affordable travel choices, ensuring the network is resilient at its critical points, keeping people and communities connected, and getting goods to market efficiently and on time. Ensuring access is critical for growing New Zealand's economy and social wellbeing.

The NLTP has been developed in recognition that urban areas and regional New Zealand face different access challenges and require different investment approaches.

**Metropolitan and high growth urban areas are better connected and accessible**  
GPS 2018 supports investment in liveable cities by improving walking, cycling and public transport and by increasing transport choice.

With the increasing growth of our urban centres, the transport system faces challenges in providing adequate access to social and economic opportunities. To sustain and improve access, particularly in high growth areas, the Transport Agency needs to be smarter in how it manages, operates and prioritises investments in the transport system.

The Transport Agency is taking a lead role in supporting urban growth and development by working with local government to expand public transport networks, increase the frequency and quality of services, and improve connections to public transport hubs. The Transport Agency is also investing to extend existing walking and cycling networks, establish better connections to public transport hubs, and improve safety and accessibility for pedestrians and cyclists.

This will help make towns and cities more accessible and liveable by reducing reliance on cars, providing more transport choices, easing congestion in urban areas, supporting people to be active, enabling people to get to their destinations more efficiently and decreasing the environmental impact of the transport system.

With effective planning, our streets are not just places to pass through, but are hubs for connecting people, bringing communities closer together and enabling a range of transport choices.

The transport system is about providing safe, easy and affordable travel choices, ensuring the network is resilient at its critical points, keeping people and communities connected.



## Auckland

GPS 2018 has an initial special focus on Auckland given its scale and that it has the strongest population growth in New Zealand.

Auckland is New Zealand's largest urban area and home to about 1.5 million people, one third of New Zealand's population. Auckland's population has increased by over 250,000 people since 2010, and is expected to grow by up to 1 million people over the next 30 years.

To meet the challenges posed by this growth, a joint initiative between government agencies, Auckland Transport and Auckland Council, known as the Auckland Transport Alignment Project (ATAP), has been created to develop an integrated strategic approach to managing Auckland's transport system over the medium to long term.

ATAP calls for a mix of approaches to support planned residential and commercial growth with transport services and solutions that enable people and businesses to physically access the destinations or services they need without undermining the wellbeing of local and wider communities. This approach is based on three integrated components:

- Making better use of existing networks.
- Targeting new investment to the most significant challenges.
- Maximising new opportunities to influence demand.

A central part of this approach is investment in rapid transit to unlock critical housing and urban development opportunities, giving communities better access to jobs, health, education and recreation. This includes delivering light rail between the city centre and Māngere.

The NLTP also includes investment in the infrastructure and operation of the public transport network as patronage continues to grow. This includes extending the Northern Busway and supporting the introduction of more electric trains to provide a modern, integrated public transport system with seamless connections.

Key corridors around the city will continue to have strategic importance, especially as the city grows and changes. The Northern Corridor Improvements project will complete the connection for the Western Ring Route to the north, the Southern Corridor Improvements will result in a safer route between the city centre and the south, and the Transport Agency will continue to build the 18-kilometre extension of the Northern Motorway (SH1) from Pūhoi to Warkworth.

This investment approach will improve access across Auckland and support the city to grow in a smart way, with new communities being safely and effectively connected by a range of transport choices.

A central part of the ATAP approach is investment in rapid transit to unlock critical housing and urban development opportunities, giving communities better access to jobs, health, education and recreation.



### **Approach toward improving access in regional areas**

In the regions, investment is targeted at establishing better interregional freight and tourism connections, supporting economic growth by improving access to labour, supplies and markets.

Investment will improve the resilience of regional state highways, particularly in high-risk locations and in areas prone to road closures because of their unique geology and topography. Work will include replacing end-of-life bridges and targeted infrastructure improvements on key freight and tourism routes to minimise disruption from unplanned events such as extreme weather and rock fall.

The Transport Agency is also responding to the effects of climate change and sea level rise on communities and infrastructure in low lying coastal areas, and investigating options to strengthen alternate routes to deliver appropriate levels of service in the event of network disruption.

The Transport Agency is also supporting the regions to continue to extend access for high productivity motor vehicles (HPMVs) in regional areas to allow fewer trucks to transport more freight.

### **Reliable movement of freight and enhancing visitor journeys**

[GPS 2018 supports investment that is supportive of regional priorities such as the movement of freight, enhancing visitor journeys and increasing resilience.](#)

Over the last three years the Transport Agency has supported the increased uptake of 50MAX trucks, which have an additional axle to carry up to 50 tonnes with minimal additional impact on infrastructure. Almost all local roads and state highways are now available to 50MAX, and more than 10,000 permits have been issued to freight operators.

About half the state highway network has been opened up to HPMVs over the last three years, particularly in areas where there are limited options to transfer freight to use other transport options, such as rail or coastal shipping. HPMV sections allow fewer trucks to transport more freight, which not only helps the economy, but also reduces congestion and improves safety by removing trucks from the roads.

There is continued support for freight customers and operators during the next three years by extending the HPMV network and working with local government to upgrade local and regional roads to form an integrated transport system.

There is also a focus on ensuring heavy vehicles are not overloaded and freight operators pay their fair share of road maintenance. The Weigh Right programme will support a level playing field, helping to improve productivity and make our roads safer. Twelve Weigh Right sites will be installed in key locations by 2020, screening heavy vehicles that account for 46% of all freight kilometres travelled on our roads.

There will also be support for a multi-modal approach to key regional connections, with a particular focus on freight and tourism – eg to increase the movement of freight by rail rather than on roads; and to improve regional connections to key tourist routes.

## **Enhancing visitor journeys**

The Transport Agency is enhancing visitor journeys across New Zealand and supporting ongoing growth in tourism. This includes working with partners to improve the resilience of interregional connections and key tourism routes, and carrying out a range of other enhancements.

In urban areas, the Transport Agency is working with councils to deliver a wide range of walking, cycling and public transport initiatives to deliver an integrated transport system that provides visitors with a range of safe and reliable connections to key local destinations.

There is continued support for the addition of new connections and routes to the New Zealand Cycle Trail. The Great Rides within the trail are popular destinations for recreational users, domestic visitors and international tourists alike, driving considerable economic activity and helping our regions to thrive.

The Transport Agency continues to invest in multi-agency Transport Operations Centres (TOCs) in Auckland, Wellington and Christchurch. These centres manage traffic flows during major events such as sporting fixtures and concerts, and provide real-time transport information that supports both visitors and locals to make informed transport choices.

## **A land transport system that enables transport choice and access**

[GPS 2018 supports transport and land use planning that reduces the need to travel by private vehicle.](#)

### *Supporting multi-modal solutions*

Through integrated land use and transport planning, the Transport Agency will ensure that there is a focus on supporting increased multi-modal transport choices for people in high growth areas.

Working with local government, this NLTP will deliver a wide range of walking, cycling and public transport initiatives in urban centres to provide transport choice, improve connections to social and economic opportunities, ease congestion, reduce greenhouse gas emissions and improve public health outcomes. The Transport Agency is supporting local government to deliver these initiatives by providing increased funding assistance and establishing National Priority Programmes to help bring forward activities that align with the government's transport priorities.

Actively managing demand to reduce congestion and emissions, and encouraging a shift from single-occupant vehicles to public transport, walking and cycling, will support more liveable cities and thriving regions.

The Transport Agency will continue to harness and refine its use of technology to actively manage demand and make the best use of existing networks and services. The continual development of new technologies will continue to influence how the transport system and sector operates, creating new ways for people and businesses to access opportunities.

Digital technologies and customer insights also provide the Transport Agency and its partners with the ability to provide real-time information to commuters and tourists. This helps them make informed choices about when and how they travel, and helps redistribute demand to reduce congestion.

The NLTP investment in state highways includes projects that:

- continue investment in multi-agency Transport Operations Centres and, with partners, seek new and innovative services to maximise throughput and predictability while minimising disruptions
- invest in technologies that provide information and enable mode-shift or transport choices that reduce congestion on the roads.

### *A land transport system that is resilient*

Providing and enabling reliable access is the basis of a well-functioning transport system. New Zealand's transport system must be resilient, and able to quickly reconnect communities after crashes and natural events such as earthquakes and adverse weather (rain, flooding and snow). Resilience is about preserving and restoring access, making sure the transport system can absorb and withstand disruptive events by having planned alternative routes when key routes are closed, and ensuring transport connections are restored as soon as possible.

In our cities, public transport, walking and cycling infrastructure can play a significant role in improving the resilience of the transport system to disruptive events. Increased investment in these areas through this NLTP will make an important contribution toward providing alternative modes and routes to help people stay connected in the face of unplanned disruptions.

Strong and effective partnerships are essential to deliver a resilient land transport system. The Transport Agency is working collaboratively with other government agencies, and with local government through the Road Efficiency Group and other groups, to develop a shared resilience framework and programmes for better dealing with resilience challenges.

The Transport Agency is also supporting local government to improve the resilience of local and regional roads through a range of activities including slope stability improvements and bridge replacement projects, for example, and investigating options to strengthen alternate routes to deliver appropriate levels of service in the event of network disruption. It is also working with local government to respond to the effects of climate change and sea level rise on communities and infrastructure in low lying coastal areas.

The importance of improving the resilience of our state highways is underscored by the impacts of the 2016 Kaikōura earthquake and the ongoing challenges of providing a resilient journey through the Manawatū Gorge.

While most state highways provide a good level of day-to-day of resilience, this is not always the case along regional routes that have a lower One Network Road Classification (ONRC), and in areas where there is a lack of viable alternative routes.

The continual development of new technologies will continue to influence how the transport system and sector operates, creating new ways for people and businesses to access opportunities.



The 2018-21 state highway resilience component of the NLTP is largely aimed at preparedness and responding to the challenges of New Zealand's geology and topography, while also responding to more gradual climate change impacts where and when appropriate. Specific components of the programme include:

- constructing an alternative route to the SH2 Manawatū Gorge
- managing risks on the Kaikōura coast and similar locations
- replacing end-of-life bridges on the state highway network
- a rock-fall prevention programme on key freight and tourism routes
- scour protection near bridges to protect against damage
- mitigating the impacts of climate change (extreme weather events and sea level rise) in vulnerable locations.

This resilience programme will continue to improve the reliability and availability of access to areas that are more prone to closures.

## ENVIRONMENT

*'Transport accounts for 18 percent of New Zealand's greenhouse gas emissions and has been the fastest growing source of emissions since 1990. Within transport, road emissions grew by 78 percent.'* GPS 2018

A land transport system that reduces greenhouse gas emissions, as well as adverse effects on the local environment and public health.

GPS 2018 supports investment a whole of system approach to reducing greenhouse gases, investment in lower emission modes of transport, increased uptake of active modes such as walking and cycling and integrated land use and transport planning.

The development of the 2018-21 NLTP by the Transport Agency and its partners has been guided by our Environmental and Social Responsibility Policy and Standard, Regional Plans and National Policy Statements, GPS 2018, and our legal obligations under the Land Transport Management Act 2003. Reducing greenhouse gas emissions from the transport system is an increasing area of focus as the Government transitions toward a low-carbon economy.

The Transport Agency will continue to work with our key stakeholders and partners, especially local government and communities, to proactively avoid or minimise potential adverse effects to the environment or public health, or any adverse effects on community cohesion and connectedness, that are associated with the land transport system.

Investments through the 2018-21 NLTP will help minimise environmental harm and deliver positive outcomes that meet international and national commitments by:

- promoting greater use of public transport and encouraging walking and cycling as alternatives to the use of cars
- more effective land use and transport planning to provide people with a range of alternatives to cars
- working with partners to lift the standard and safety of the country's vehicle fleet, and promoting greater use of electric vehicles, less polluting bio fuels, and low-emission vehicles
- supporting innovative technology to reduce travel demand, redistribute demand across non-peak periods, and encourage the use of other travel options.

We will continue to work with our key stakeholders and partners, especially local government and communities, to proactively avoid or minimise potential adverse effects to the environment.



The Transport Agency is also committed to delivering projects and programmes in a way that helps safeguard the environment, by:

- planning and designing roading improvements to minimise disruption and protect sites of significant ecological, cultural and heritage importance
- requiring all road improvement projects greater than \$15 million to seek a Greenroads sustainability certificate
- supporting the use of recycled and marginal materials in pavements
- supporting the use of LED street and road lighting
- reducing unreasonable impacts of road traffic noise
- retro-fitting storm water treatment measures to improve water quality in key catchments and where road runoff is a significant source of pollution
- supporting biodiversity, for example, by improving culvert fish passage in key catchments, as well as vegetation and pest management practices
- working with suppliers to continue to set the highest standards for health and safety so that all people working on our sites return home safely every day.

Continuing to work collaboratively and strengthen relationships with key partners, including local government, the Climate Commission and environmental and sector-related organisations.

## VALUE FOR MONEY

*'GPS 2018 increases the emphasis on value for money to maximise the impact of money spent to achieve the Government's outcomes. Value for money in infrastructure will deliver the right infrastructure and services, to the right level at the best cost.'* GPS 2018

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The Transport Agency constantly considers how to deliver the outcomes sought by Government in the most effective and efficient manner to obtain the best value for money. It has a responsibility to ensure costs are kept under control, and that all funding delivers the best possible outcomes for New Zealand.

### **Delivering the right infrastructure and services includes responding to the investment signals in GPS 2018**

The development of the Investment Assessment Framework (IAF) ensures NLTF investment aligns with the GPS 2018-21 and investment is consistent across the country for all modes of travel. The IAF assesses the efficiency of proposed investments, comparing the benefits that are achieved with the inputs (primarily costs) used to achieve these benefits. The NLTP proposes only those projects assessed as having the highest priority, ensuring the right activities are being delivered at the right time, for the best price.

Ongoing advances in data collection and sharing will drive improved performance and customer insights for the whole transport system. This will help the Transport Agency better understand the customers' experiences and needs, both for individuals and businesses, and target access improvements where interventions are most needed.

## Investments are at the best costs

Investment should represent the best use of resources.

By using best practice procurement techniques to encourage and maintain competition and subsequent price tension, assessment and delivery of the proposed programme of investment will ensure whole-of-life costs are balanced against upfront construction costs. The proposed programme also includes an ongoing commitment to monitoring and research to ensure that assessments, standards and methods are constantly improved and remain innovative.

Using these frameworks and practices ensures the proposed state highway maintenance, operations, and improvement programmes achieve value for money for the benefit of all New Zealanders.

The Transport Agency applies cost efficiency benchmarking to assess the costs and benefits of continuous programmes such as road maintenance, public transport and road safety promotion.

## Improved returns from maintenance

The GPS increases the emphasis on improving the performance of the existing network through maintenance.

The Transport Agency works with local government through the Road Efficiency Group (REG) to improve value for money in road maintenance. This has included developing the One Network Road Classification (ONRC) system to define nationally consistent service levels for roads and identify where there are gaps in performance. This helps achieve value for money by supporting targeted investment, and informs the development of strategic objectives for the Network Operating Frameworks in place for each urban area.

The REG is also supporting value for money by sharing examples of best practice procurement and delivery across local government, helping councils avoid duplicated effort while supporting them to make smart procurement decisions that align with their needs.

The Transport Agency is working through REG to improve the ONRC to make it more fit for purpose, and to cover all modes of transport, such as walking, cycling and public transport, particularly in urban areas. This will allow a mode-neutral approach to comparing the performance of roads across the country, enabling better direct investment to benefit all New Zealanders.

The Transport Agency is also reviewing its current investment decision making system to ensure its evaluation practices are transparent, fit for purpose, mode neutral, and support a long term systems view.

These frameworks and practices ensure the proposed state highway maintenance, operations, and improvement programmes achieve value for money for the benefit of all New Zealanders.



## **Innovation and technology are used to increase the net benefits from land transport investment and use**

Over the next three years the Transport Agency will continue to use and refine its use of technology to actively manage demand and make the best use of existing networks and services. The development of new technologies will continue to influence how the transport system and sector operates, creating new ways to access opportunities, both for people and businesses.

Ongoing advances in data collection and sharing will drive improved performance and customer insights for the whole transport system. This will ensure a better understanding of customers' experiences and needs, both for individuals and businesses, enabling targeted improvements where interventions are most needed.

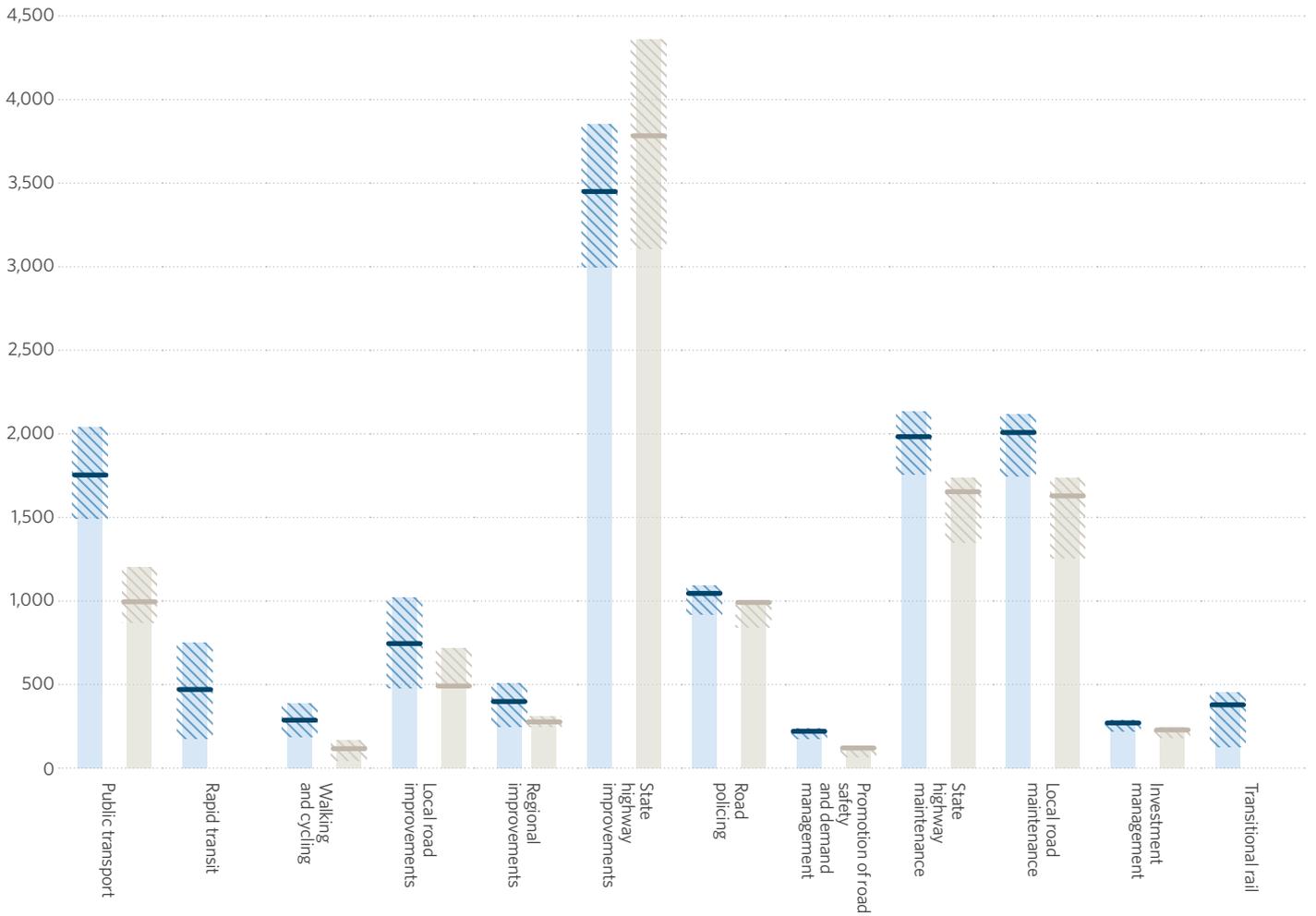
The Transport Agency will continue to use and develop the latest traffic operations technology to maximise throughput, reduce congestion and minimise disruptions, helping reduce vehicle emissions in key urban areas. Continued investment in digital technologies will provide real-time information to commuters and tourists, helping them make informed choices about when and how they travel.



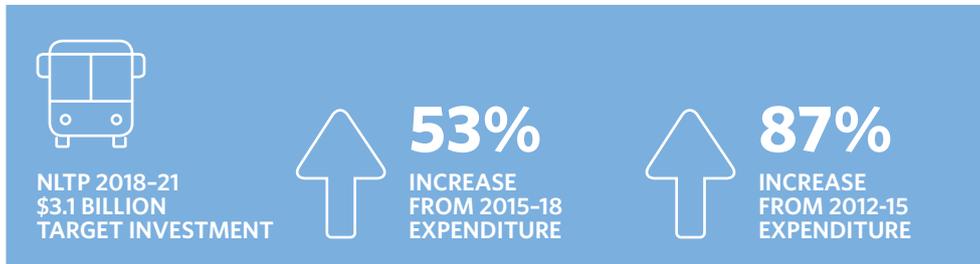
# PLANNED INVESTMENT – BY ACTIVITY CLASS

The proposed investment levels for each activity class are shown by the solid line on the graph below. Each of these is within the GPS funding range which is shown by the shading area. For comparison, the graph also illustrates the funding ranges and actual spend for the 2015-18 NLTP.

- 2018-21 NLTP
- 2015-18 NLTP
- 2018-21 range
- 2015-18 range
- Forecast investment level 2018-21
- Actual investment level 2015-18



## PUBLIC TRANSPORT



Public transport has an essential role to play in reducing reliance on single-occupancy car trips, easing congestion in urban areas, enabling people to get to their destinations more efficiently, and decreasing the environmental impact of the transport system. It also provides a safe and affordable transport alternative for those who do not have easy access to a vehicle.

There will be a 53 percent increase in expenditure on public transport over the next three years compared to the previous NLTP. Public transport enhancements during the next three years will typically look to:

- increase the frequency of services
- establish additional bus lanes
- improve the quality and accessibility of infrastructure like bus stops and stations
- improve connections with other modes of transport such as walking and cycling, and
- expand networks so more people can get where they need to go.

This NLTP's investment in public transport is also supporting the transport-disadvantaged to access education, employment, recreation and healthcare.

The Total Mobility scheme, for example, assists eligible people with long-term impairments to access appropriate transport, while our Requirements for Urban Buses ensure accessibility features such as low floors and large signage.

The Transport Agency's 'Mobility as a Service' sees a continuation of investment in nationally-delivered technology applications aimed at providing customers with information around their travel choices. While multi-modal in nature, it is funded under the public transport activity class as the applications are seen to generally support the use of public transport modes.



## RAPID TRANSIT



NLTP 2018-21  
\$468 MILLION  
TARGET INVESTMENT

## New activity class

The GPS 2018 includes a new rapid transit activity class which anticipates investing about \$4 billion over 10 years in busway and light rail infrastructure capable of moving large numbers of people. Forecast investment is about \$468 million during the 2018-21 period.

Moving large numbers of people more efficiently around cities and urban areas is a key focus of the GPS. Rapid transit (on dedicated corridors, by bus or light rail) provides an opportunity to achieve this in major centres, while also easing congestion across the transport system for other users and helping to reduce harmful emissions from transport. Rapid transit is also a significant component of the Government's stated direction for modal shift to public transport, which will have benefits for all users of the transport system.

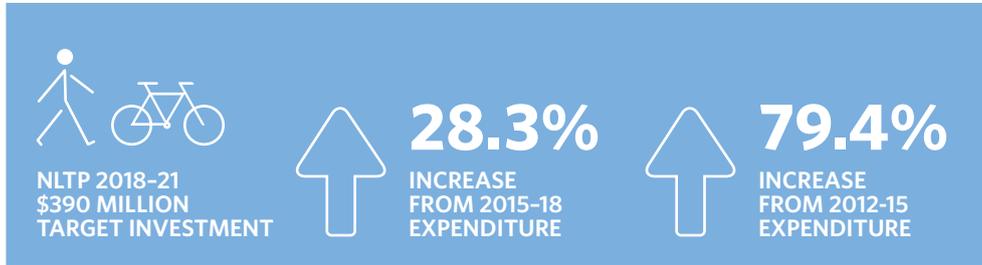
In Auckland, the Transport Agency is working through the multi-agency Auckland Transport Alignment Project to ensure investment through this NLTP delivers the transport vision of Auckland Council and the Government. The goal is to provide a modern, integrated public transport system of buses, metro rail and light rail, with seamless connections across all transport options.

Establishing dedicated corridors for buses or light rail, for example from Auckland's CBD to Māngere, will increase capacity along with more frequent, reliable access to two of New Zealand's largest employment areas, supporting business, growth and tourism. The dedicated corridor will be largely unaffected by traffic and congestion, and will have fewer stops than current bus services.

Investment in rapid transit will include the planned extension of the Northern Busway as far as the Albany Park and Ride, supporting the extension of the Eastern Busway to Pakuranga, and progressing the development of a further new rapid transit corridor to improve access to the northwestern suburbs. This will unlock housing development opportunities and provide a critical connection for these suburbs in the form of a high capacity, frequent and reliable public transport service.

In Wellington, the Transport Agency is working with local government, through the Let's Get Wellington Moving initiative, to investigate options for an appropriate mass transit solution for Wellington City that integrates seamlessly with existing bus and rail services.

## WALKING AND CYCLING IMPROVEMENTS

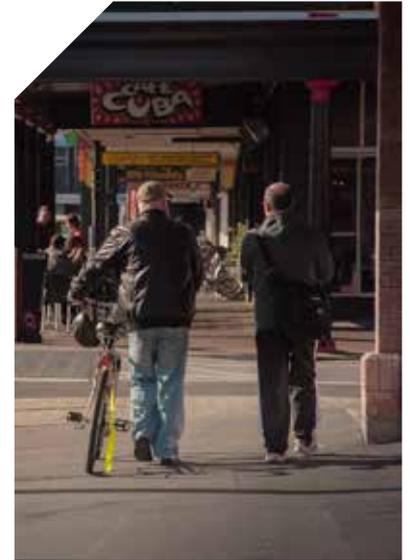


Walking and cycling facilities help make cities and towns more liveable and support tourism. During 2018-21 about \$390 million will be invested in walking and cycling initiatives, which will extend networks across the country and improve connections to a range of transport choices. This will improve safety and accessibility, and make a significant contribution to the revitalisation of town and city centres.

Improvements will be made to walking and cycling facilities along state highway corridors up and down the country, as part of our state highway improvement programme. This includes landscaping, new bridges and underpasses to establish safe routes to encourage more people to walk or cycle.

The Transport Agency continues to support the addition of new connections and routes to the New Zealand Cycle Trail. The Great Rides within the trail are popular destinations for recreational users, domestic visitors and international tourists alike. In addition to the public health benefits of increased cycling, the trail drives considerable economic activity and helps our regions to thrive.

There are a range of initiatives to increase the uptake of walking and cycling, particularly in and around schools. The national BikeReady programme, for example, provides people with the skills and experience they need to feel safe on our transport network, connecting school students and adult learners to training from professional instructors.



## LOCAL ROAD IMPROVEMENTS



A total of \$1.3 billion will be invested through this NLTP on improving and establishing local roads throughout New Zealand to ensure safe and reliable journeys. Investment in local road improvements will also improve the liveability of our towns and cities by supporting urban placemaking and intensification, improving access to economic and social opportunities, and improving connections between different transport modes.

Local road improvements carried out by local government will include activities such as road resurfacing, pavement renewals, general maintenance, improvements to walking and cycling facilities, and HPMV strengthening at key locations.

A range of safety interventions will also be delivered within the next three years to make local roads and roadsides more forgiving in the event of human error or mechanical fault, and to protect vulnerable road users such as pedestrians and cyclists. Interventions will include median and roadside barriers, intersection improvements such as roundabouts, measures to improve safety for motorcycles, safety enhancements for walking and cycling such as better lane separation, and speed management.

## REGIONAL IMPROVEMENTS



Over the next three years, \$456 million will be invested through this NLTP on regional improvements. This investment will support our regions to thrive by helping make key freight and tourism routes safer and more resilient.

The Transport Agency is taking a Safe Networks approach to improve the safety of our regional roads, concentrating on high-risk routes such as SH1 Loop Road to Smeaton's Hill in Northland. The Safe Networks approach is focused on delivering safe roads and roadsides, safe and appropriate speeds and safe level crossings. This will make regional roads more forgiving of human error, lowering trauma rates.

Resilience improvements to regional roads over the next three years include:

- replacing end-of-life bridges
- installing protection against scour from sand and gravel
- implementing a range of prevention measures against slips and rock-fall
- mitigating climate change impacts
- other targeted infrastructure improvements on key routes.

There is continued support for freight customers and operators by working with local government to extend the HPMV network where appropriate to link production sites with key distribution points to form an integrated transport system. This includes strengthening access to Ōpōtiki Harbour in Bay of Plenty, for example, and replacing the Mangaweka Bridge to strengthen the connection between the Rangitikei and Manawatū districts.

## STATE HIGHWAY IMPROVEMENTS



The GPS 2018 promotes a strategic shift away from building new state highway capacity. Instead, the focus is on making the existing system more efficient where possible and improving the network where needed to address issues with safety, access to social and economic opportunities, and resilience.

During the 2018–21 period, the Transport Agency will invest about \$3.5 billion on new improvements to the network. New investments are focused on delivering the infrastructure needed to support a safe system free from death and serious injury, on improving the resilience of critical parts of the network such as interregional connections important for freight and tourism, and on supporting planned urban growth in metropolitan areas.

Safety of our state highways will be improved by investing in high-value interventions that can be delivered within the next three years and will immediately deliver significant safety benefits. The interventions within any given corridor will typically include median barriers, intersection improvements, measures to improve safety for motorcycles, support for walking and cycling, and speed management.

Over the next three years, significant improvements will be made to the resilience of our state highways, particularly in areas prone to road closures due to their unique geology and topography. This will include replacing end-of-life bridges and installing protection against scour from sand and gravel, and implementing rock-fall prevention measures on key freight and tourism routes. The Transport Agency will also respond to gradual climate change impacts where appropriate.

When delivering new state highway capacity or infrastructure, investment will be aligned with urban and regional growth strategies and supports planned residential and commercial development. Investment in state highways will complement local road projects, integrate with land use planning, and support connections to other transport modes such as public transport, walking and cycling.

To realise the Government’s vision for the transport network, we have taken a fresh look at our transport investments. As a result, a number of proposed state highway projects are now being re-evaluated to ensure alignment with the Government’s new strategic priorities. This work will take up to six months to complete as we establish what the right way forward is for these corridors. Once this work has been completed, work on these projects may proceed as originally planned, be staged differently or explore lower cost options.



## ROAD POLICING



Road policing is an activity class within the GPS that covers investment in road policing for safe behaviour by road users and enforcement of economic compliance (for example, with road user charges).

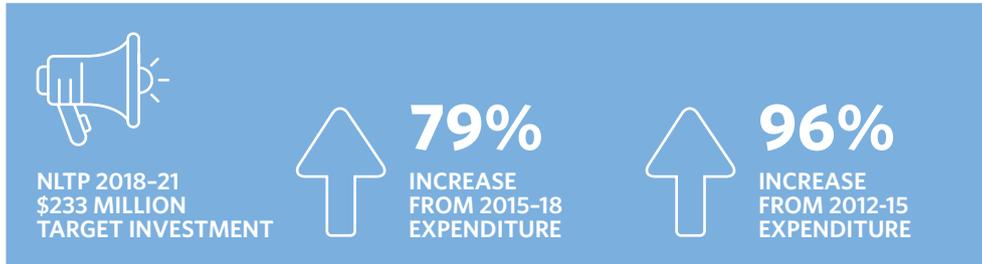
The Transport Agency, Ministry of Transport and NZ Police have formed a road safety partnership to support joined-up delivery of the 2018-21 Road Safety Partnership Programme. The partnership will promote safe behaviour by road users and support the Police to achieve their operational target of a 5 percent reduction in road deaths each year to 2030.

Police take an enforcement and prevention approach that targets the behaviours that are likely to create the highest safety risks, alongside highly visible patrols to support and encourage safe driving behaviour. Targeted behaviours include:

- speed management - a mix of manual and automated enforcement and intervention
- impairment - including alcohol, drug and fatigue related impairment
- restraints - including seatbelts, child restraints and helmets
- distractions - including mobile phone use, careless use and distracting behaviours
- high-risk drivers - including recidivist and high-end, risk-taking behaviours
- vulnerable and active users - including the elderly, children, pedestrians, cyclists and motorcyclists
- network maintenance and efficiency - through effective crash investigation practices
- vehicle and operator safety and compliance - including regulatory compliance of commercial vehicles and driving.

The Transport Agency is also investing in an evidence-based national advertising and education campaign to help build public understanding and support for safer speeds, and are working with the NZ Police to co-ordinate the enhanced fixed safety camera programme and consider the introduction of point-to-point cameras.

## PROMOTION OF ROAD SAFETY AND DEMAND MANAGEMENT



GPS 2018 provides considerably more funding as in 2015-18 for this activity class. In part, this is due to enlargement of the activity class to include travel demand management, consisting of behaviour-related activities to support modal shift to public transport and active modes, e.g. through advertising campaigns, and, potentially, use of pricing signals that incentivise modal shift from single occupancy vehicles.

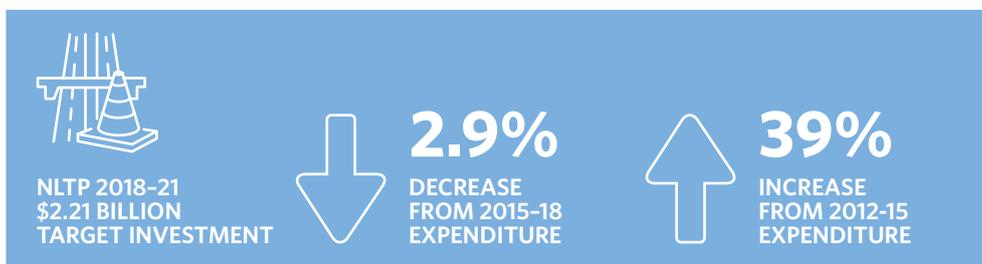
Increased investment in road safety promotion is proposed to support the GPS direction for a step-change in reducing deaths and serious injuries and will include funding for alcohol interlocks as well as the Transport Agency’s safety advertising campaigns.

GPS 2018 signals a greater focus on improving access and reducing the negative impacts of the transport system on people and the environment. Actively managing demand to reduce congestion and emissions, and encouraging a shift from single-occupant vehicles to public transport, walking and cycling, will support more liveable cities and thriving regions.

The Transport Agency will continue to refine its use of technology to actively manage demand and make the best use of existing networks and services.

Ongoing advances in data collection and sharing will drive improved performance and customer insights for the whole transport system. This will help better understand customers’ experiences and needs, both for individuals and businesses, and target access improvements where interventions are most needed.

## STATE HIGHWAY MAINTENANCE

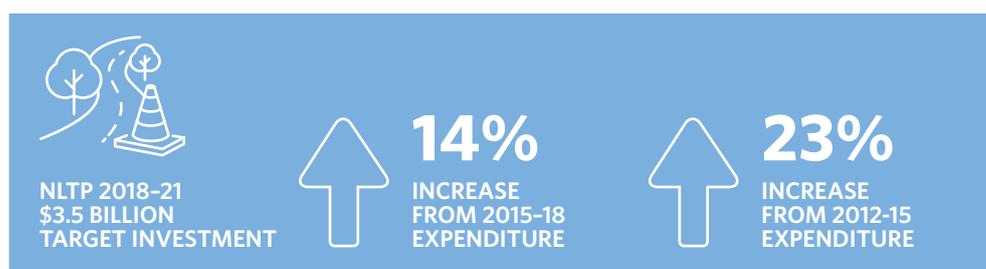


Alongside the Transport Agency’s investment in state highway improvements, a total of \$2.2 billion will be invested over 2018-21 on maintaining the state highway network to ensure customers have quality access to economic and social opportunities. This is a decrease of 2.9% compared to the 2015-18 period due to the anticipated completion in 2019 of the Crown-funded Kaikōura earthquake response.

However, NLTF-funded investment in state highway maintenance will increase by 12.5% in 2018-21 to \$2.0 billion. This will support the Transport Agency to carry out necessary and outstanding renewal work at an accelerated rate, improving the resilience of highways across the network. Work will also include ensuring existing safety infrastructure continues to perform in the future by replacing safety barriers and rumble strips and taking other measures as required to maintain lane delineations, improving safety for all road users.

There will be continued investment in multi-agency Transport Operations Centres (TOCs) in Auckland, Wellington and Christchurch as part of our state highway maintenance expenditure. TOCs coordinate all transport operations during major events such as sporting fixtures or when there are road closures due to slips and flooding. This involves managing traffic flows and providing real-time transport information to commuters and tourists, empowering them to make good transport choices while reducing congestion and emissions.

## LOCAL ROAD MAINTENANCE



A total of \$3.5 billion will be invested to support local government to operate, maintain and renew over 80,000 kilometres of local roads over the next three years. The Transport Agency is supporting the sector-led Road Efficiency Group (REG) by coordinating and delivering national aspects of the REG programme to improve local road maintenance.

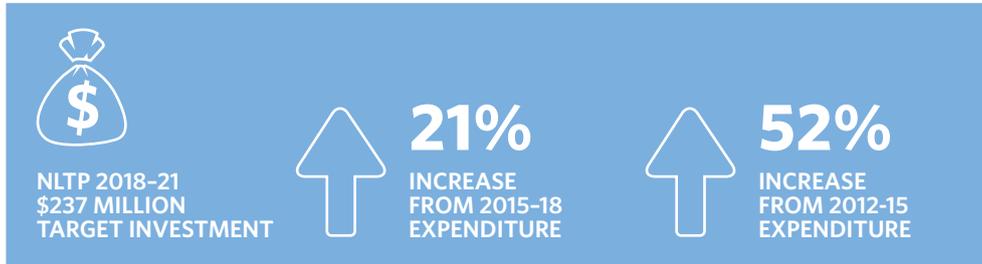
REG was established as the 'implementation authority' responsible for enabling the recommendations of the Government Road Maintenance Task Force to be embedded across the transport system. The cross sector delivery model involves the Transport Agency, Local Government New Zealand and local government representatives. The programme enables REG to continue supporting the sector to move to the delivery of agreed outcomes based on robust evidence delivered through smart procurement.

REG's work to improve road maintenance has included the ongoing development of the One Network Road Classification (ONRC) system, which defines nationally consistent service levels for roads and identifies where there are gaps in performance. This is helping councils target investment in local road maintenance and is informing the development of strategic objectives for the Network Operating Frameworks in place for each of our urban areas.

REG is also sharing examples of best practice procurement and delivery across local government, helping councils avoid duplicated effort while supporting them to make smart procurement decisions that align with their needs.



## INVESTMENT MANAGEMENT



The investment management activity class covers three main activities:

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

Transport planning activities include the Transport Agency's work in shaping the wider land use environment, recognising that transport can be a powerful enabler for new housing opportunities, liveable cities, and sustainable growth in regions. Significant effort will focus on integrated transport and land use planning activities to support shaping of the environment in both the long and short term so that land transport investment can achieve a wider set of outcomes and be better linked to placemaking and wider urban changes in particular.

The Transport Agency manages and fully funds the sector research programme from the investment management activity class. This programme consists of applied research into land transport topics, judged by the Transport Agency and sector representatives as having the greatest relevance and potential benefit to the sector.

Investment in the funding allocation system covers the Transport Agency's costs in developing and managing the NLTP and in fulfilling its legislative functions including 'to assist, advise and cooperate with approved organisations'.

## TRANSITIONAL RAIL



The GPS supports an increased focus on public transport, reducing transport emissions, and reducing people's reliance on private vehicles to move around. Rail has an important role to play across all of these outcomes.

A total of \$376 million is being invested through this NLTP over the next three years to maintain and improve heavy rail infrastructure in areas where demand is outstripping capacity, reliability needs to be improved, or where there is a need to reduce conflict between freight and passenger trains. This is an interim measure while the Government considers how investment in rail is best managed through wider investment in the land transport system.

Initial investment will be focused in Auckland and Wellington, where large-scale and reliable public transport is essential to support forecast growth and minimise any increase to the number of vehicles on our roads.

Rail passenger volumes in Auckland have grown substantially since the opening of Britomart Station in 2003, leading to increasing network congestion between Wiri and Quay Park, and delays for some freight movements. The efficiency of the network is also affected by a lack of electrification to Pukekohe, which requires passengers to change trains in Papakura.

The Transport Agency is looking to invest in new electric trains, a third main line to Wiri and electrification to Pukekohe. These investments will help accommodate growth, improve efficiency and provide better separation of passenger and freight services. Improvements will also be made to safety at pedestrian crossings and carrying out other progressive improvements across the network.

The resilience of the network is of increasing importance as more and more people get on board public transport. The Transport Agency is looking to invest in an additional power supply together with a train control centre in Auckland to complement the existing facility in Wellington. This will ensure the network can cope with increased train movements and any future demands when the City Rail Link is completed in 2024.

In Wellington, the number of rail passengers commuting during peak periods is expected to exceed network capacity within the next five years. This NLTP responds by looking at investment in additional rolling stock to increase the number and length of trains operating during peak periods. At the same time, here is investent in a programme of track renewals to replace large sections of the Wellington network that is nearing the end of their economic life.

This will improve the safety and resilience of the network, maintain and improve service levels, and provide sufficient capacity to ensure passengers have reliable access to the employment, education, healthcare, and recreation opportunities that allow the region to thrive.

To support access to economic and social opportunities within our two largest cities and provide a viable alternative for commuters, the Transport Agency is planning to invest in refurbishing or replacing rolling stock to support the continuation of the existing Capital Connection service between Wellington and Palmerston North, and the possible establishment of a passenger service between Hamilton and Auckland.



# REGIONAL SUMMARIES



# REGIONAL SUMMARIES CONTENTS

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# NORTHLAND



The focus in Northland remains on creating a transport system that is safer, has stronger community connections, provides better access to economic and employment opportunities and is resilient to withstand extreme weather events. We are working closely with our partners from local government, iwi, other agencies and communities to support a growing and successful region.

Investment during this NLTP 2018-21 period will target maintaining and improving the transport system, as well as working with local government, and NZ Police to improve safety at high-risk locations. Work is already underway to replace three one-lane bridges, at Taipā and Matakōhe, with work starting at Loop Road intersection to make journeys safer in the region.

Northland’s appeal as a tourist destination will be boosted by additional investment from the Provincial Growth Fund, to progress the Twin Coast Discovery Route connecting the east and west coasts through a number of business cases that are already in development.

## IMPROVING SAFETY

Work will continue identifying and improving high-risk safety areas on the network, as well as monitoring use by visitors, communities and freight. There will be investment in a safety programme of improvements to roads, roadsides and intersections in hotspot locations, particularly on the Twin Coast Discovery Route. SH1 Tauroa Street Intersection Improvements will be a new safety project.

The NZ Transport Agency will work with local roading authorities to progress the region’s speed management plan, focusing on high-benefit opportunities.

## INCREASING ACCESS TO OPPORTUNITY

Northland’s transport system provides the means for businesses to operate successfully in the region. Recognising the importance and potential of the port at Marsden Point, there will be renewed work to support safe and efficient freight movements to and from this key economic location.





The growth of forestry in the region means the strategic importance of some routes can change over time. The maintenance and renewals programme has been structured to respond to these changes, supporting industry and economic development. The Transport Agency continues to work with industry, communities and local government to develop and improve the region's HPMV routes, and to prioritise projects addressing dust caused by increased traffic on unsealed roads.

There will be an investigation into the opportunities for more freight on rail, especially to Whāngārei, the port at Marsden Point, and key distribution hubs.

## **ECONOMIC DEVELOPMENT**

Tourism in Northland thrives in locations such as the Bay of Islands, Te Rerenga Wairua (Cape Reinga), Opononi/Omapere, Waipoua Forest and Matakoho. Strategic investment in the transport system is a key enabler to broaden Northland's destination appeal and increase visitor numbers. The Provincial Growth Fund has committed an initial \$6.2 million to fund seven business cases along the Twin Coast Discovery Route, with the aim of attracting more visitors and improving investment, employment and incomes across the region .

As the transport system connects Northland's communities, the Transport Agency has identified an opportunity through the NLTP to investigate options for local road improvements to support placemaking, access, urban intensification and mode shift outcomes. There will be improvements to regional connections and public transport services, as well as driver licensing and education programmes to improve community access to education, employment and training opportunities.

## **IMPROVING WALKING AND CYCLING**

Walking and cycling opportunities will continue to grow especially with the Northland Regional Walking and Cycling strategy, providing a great way to boost tourism and promote healthy communities. The Transport Agency has been working with local government to identify how investment in walking and cycling infrastructure and initiatives can boost the number of people walking and cycling. Positive results are already being seen on the completed sections of the Onerahi Shared Path in Whāngārei, including families at weekends and daily commuters, with safe new opportunities to actively get out and about.

Continued investment in great rides in Northland offers business opportunities. The Transport Agency will continue to support initiatives, such as the Twin Coast Cycle Trail, which offers tourists and locals a unique way to travel between the region's coasts.

This NLTP will also continue to support urban shared paths in and around Whāngārei, including the delivery of sections of the Kamo and Raumanga routes which link with schools, recreation areas and the city centre. These provide the safe transport choices that encourage people to get on their bike and leave their car at home.

An investigation will be carried out into pedestrian safety improvements in Whāngārei, and a programme of cycle skills education will be delivered in schools to capitalise on the new infrastructure.

## RESILIENCE

Work will continue with local roading authorities and communities to be vigilant about the condition of the transport network and target areas of low resilience. Improvements will strengthen the resilience of the transport network, particularly on the Auckland-Whāngārei corridor, Twin Coast Discovery Route (including Opononi) and Kaitāia to Cape Reinga.

This will include consideration of the potential impacts of climate change and sea level rise on communities and infrastructure in coastal areas. With freight across the region increasing, there will be an investigation into options to strengthen alternate routes, including local roads, to deliver appropriate levels of service in the event of network disruption.

The Transport Agency will continue to support road controlling authorities and the Northland Transportation Alliance in their collaboration on procurement, asset management and implementation of maintenance activities, to ensure best practice and value for money.

## INVESTMENT HIGHLIGHTS

- \$23m committed for the completion of the replacement of one-lane bridges at Taipā and Matakohe, to make journeys safer and improve economic outcomes for these communities.
- \$10.8m committed for the SH1 Loop Road Safety Improvements project at the connection between SH1 and SH15, to improve traffic flow and safety.
- \$8.7m will be allocated to the advancement of Whāngārei's urban cycling routes, continuing to create a connected network of shared paths for walking and cycling between residential areas, education, recreation and shops.
- There will be substantial investment in regionally prioritised, lower value activities to improve local roads and access to communities, such as traffic measures, street lighting and cycling facilities
- There will be \$6.2m investment in the Northland Regional Council Public Transport Programme, operating bus and mobility assistance services, giving people better travel choices to connect them with services, education, jobs and recreation.

# AUCKLAND



**\$5.7 BILLION**

FORECAST TOTAL  
AUCKLAND  
INVESTMENT

**\$1.2  
BILLION**

FORECAST  
MAINTENANCE  
AND OPERATIONS

**\$1.9  
BILLION**

FORECAST  
PUBLIC  
TRANSPORT  
INVESTMENT

**\$149  
MILLION**

FORECAST  
WALKING  
AND CYCLING

**15%**

SPEND  
TARGETING  
SAFETY

The next 10 years are expected to underline Auckland’s performance as the fastest growing major city in Australasia.

The city is expected in that time to grow by some 300,000 and its population is forecast to reach 2.3 million by 2043 – an increase greater than the rest of New Zealand’s population growth combined and requiring 400,000 new homes.

For Auckland to be successful, it needs a safe, reliable and integrated transport system, where people have choices about how they move around.

The NLTP 2018-21 focuses on ensuring people have improved choice for how they access employment, education and services, today and tomorrow. This means continuing to develop strategic connections for public transport, private vehicles, walking and cycling into and across the busy urban centre, and shaping more liveable communities with appealing transport links that bring neighbourhoods together.

One outcome from the Auckland Transport Alignment Project (ATAP) is a new collaborative culture for prioritising the projects and initiatives that will deliver the best outcomes for Auckland. Together with its local government partners at Auckland Council and Auckland Transport, the Transport Agency is working to ensure the city grows in a smart way, with new communities being safely and effectively connected by a range of transport choices.

Central to this is the need for a rapid transit network to unlock critical housing and urban development opportunities, giving communities better access to jobs, health, education and recreation. The project to deliver light rail between the city centre and Māngere is a first for New Zealand that will provide a modern, integrated public transport system with seamless connections. This is an opportunity to create a great transport system that can be part of the fabric of the city and can improve people’s lives, through transformational projects and initiatives that leave a legacy for future generations.

The NLTP will invest in the infrastructure and operation of the public transport network as patronage continues to grow. This includes extending the Northern Busway and supporting the introduction of more electric trains.



Key corridors around the city will continue to have strategic importance, especially as the city grows and changes. The Northern Corridor Improvements project will complete the connection for the Western Ring Route to the north, the Southern Corridor Improvements will result in a safer route between the city centre and the south, and the Transport Agency will continue to build the 18-kilometre extension of the Northern Motorway (SH1) from Pūhoi to Warkworth.

These investments will help to make Auckland a better place to live, work, visit and raise a family by providing safer transport choices, better access and a transport system that is easy to use.

## **IMPROVING SAFETY**

There is significant opportunity to improve the safety of people, whether they are on foot, on a bike, in vehicles or using public transport. There is agreement at both local and central government level that a renewed focus on safety is required, and the NLTP will invest in key initiatives for action with Auckland Transport.

This will include the Urban Road Safety Programme and the introduction of new safety and red light cameras, which will address the highest risk roads and intersections.

The Safer Communities and Speed Management Programme will address safety and operational deficiencies and implement a strategic speed management approach across Auckland's road network.

The Transport Agency is working with local government on the introduction of new road safety education and awareness programmes. Key to the success of these programmes is its partnership with NZ Police to reduce road deaths and ensure everyone gets to their destination safely.

The Transport Agency investment programme will also include SH16 Brigham Creek to Waimauku Safe System Enhancement, to improve safety and efficiency.

## **RAPID TRANSIT NETWORK**

The NLTP 2018-21 will invest in expanding Auckland's rapid transit network. The Transport Agency's first significant rapid transit project, the Northern Busway, started operating in 2008 on Auckland's North Shore.

Moving forward, light rail is being investigated for several key routes. The Transport Agency is leading the delivery of the light rail programme. It is working in partnership with Auckland Council, Auckland Transport and HLC, to give people more choice about how they travel and to support the creation of more accessible communities.

The City Centre to Māngere corridor will be light rail, and largely unaffected by road traffic and congestion. It will likely have fewer stops than current bus services, but provide a step-change in capacity and more frequent, reliable services to improve access to two of the biggest employment areas in Auckland. Residents in neighbourhoods along the route, including the city centre, Dominion Road, Mount Roskill, Onehunga and Māngere, will benefit from better connections and amenities.

Investment from the NLTP 2018-21 will also progress work on a second new rapid transit corridor to improve access to the growing northwestern suburbs. This will provide a critical connection for these suburbs to provide a high capacity, frequent and reliable public transport service.

The wider plan is for an integrated rapid transit network. For example, the Auckland Airport area will have more options to travel between the airport, the city centre and the eastern suburbs.

The Southwest Gateway Programme will build on the investment from the NLTP 2015-18 to improve access to Auckland International Airport and surrounding areas, including Airport to Botany Rapid Transit and 20Connect. These projects will provide more choices for people and freight in their travel to and from the airport and surrounding areas both in the short and longer term. Improvements may include bus priority along SH20B to Puhinui rail station, an upgrade of the station, improved capacity and connections along SH20/A/B, interchange upgrades and rapid transit between Auckland Airport and Botany.

## **CONNECTING COMMUNITIES AS THE CITY GROWS**

Transport Agency projects on Auckland's public transport, road, walking and cycling networks are increasingly integrated and creating a safe, connected system that offers great transport choices.

Much of Auckland's strategic road transport network is now complete, but the Transport Agency is working to create targeted improvements at the same time as it prepares for the networks that will be needed to connect growth areas and ensure they are great places to live.

In Auckland's south, the Southern Corridor Improvements project will deliver the widening of the Southern Motorway (SH1) between Manukau and Papakura. The SH1 Papakura to Bombay project will begin work to provide a third lane in each direction between Papakura and Drury, aiming to improve journey reliability, safety and network resilience.

On the North Shore, the Northern Corridor Improvements will see substantial progress (estimated completion 2022), completing the final section of the Western Ring Route and providing a new continuous motorway link between the Northern and Upper Harbour Motorways. Improvements along the Lake Road corridor will provide a better corridor between Devonport and Takapuna.

In Auckland's west, improvements will be made to Lincoln Road to accommodate additional transit/bus lanes, intersection and safety improvements, and footpath widening.

Looking ahead, the Supporting Growth programme has been established to investigate, plan and deliver the transport services needed to support future urban growth areas over the next 30 years. Through this collaborative programme with local government, the NLTP will invest in the initial preferred network that has been identified, including the Matakana Link Road connection between Matakana and SH1 near Warkworth. The Transport Agency will continue a staged programme of route protection processes, and future delivery of projects will then follow in line with ATAP's priorities and the release of new land for growth.

## **IMPROVING WALKING AND CYCLING**

There is an upswing in cycling with 38 percent of Aucklanders riding bikes in 2018 – that is more than 518,000 people now cycling. The past three years have seen the continued implementation of the Urban Cycleways Programme, and more people on bikes means a more active population as people choose to access and see the city a different way, and leave the car at home.

The walking and cycling programme will be strategically planned and delivered to achieve maximum impact for short trips to the city centre, public transport interchanges, schools, and local and metropolitan centres. A new footpaths regional programme will construct new and widened footpaths.

A number of key infrastructure projects will enable more active ways for people to move safely and easily. SkyPath and SeaPath are key links in Auckland's walking and cycling network which will both be delivered by the Transport Agency, enabling project efficiencies and improved coordination. There will be investment to progress the SeaPath project, a shared path between Esmonde Road and the Auckland Harbour Bridge, as well as SkyPath, a shared path across the bridge itself. Work will continue on the Glen Innes to Tāmaki Drive shared path, and investigations will begin into a Manukau Harbour Crossing dedicated to walking and cycling.

## **ENHANCING PUBLIC TRANSPORT**

Auckland's public transport users are making around 90 million trips annually on buses, trains and ferries, the highest patronage recorded in the city.

The NLTP 2018-21 will continue to invest in Auckland's public transport network, with new electric trains to provide for growth and reduce crowding that would otherwise occur. There will be electrification of the rail line from Papakura to Pukekohe, provision of a third main line between Westfield and Wiri and an upgrade of Westfield rail junction to provide better separation of passenger and freight services.

A programme of works to improve the performance of the city's rail network includes an upgrade of the Onehunga Line to accommodate higher frequency services and longer trains. The works also include progressive improvement and removal of road/rail level crossings to better manage safety risks, allow for more train services and reduce road congestion.

The bus network carries the most passengers of any mode in Auckland, and the Transport Agency will invest in city centre improvements. They include bus priority lanes along Wellesley Street and a new Learning Quarter bus interchange. In the downtown area, there will be new bus interchanges on Quay Street East and Lower Albert Street in conjunction with the City Rail Link and Auckland Council's downtown projects.

The Auckland Manukau Eastern Transport Initiative (AMETI) will deliver new dedicated busways and cycleways to improve access and safety in the area, unlocking housing development opportunities. Over the next three years work will focus on the Eastern Busway from Panmure to Pakuranga, including the Reeves Road flyover.

The Northern Corridor Improvements will deliver an extension of the successful Northern Busway to Albany Park and Ride, running in both directions along the eastern side of the Northern Motorway. A new station is also proposed to be added at Rosedale.

There will also be new and expanded park and ride facilities, completion of the Future Ferry Strategy for Auckland and redevelopment and construction of a new downtown ferry terminal.

## **MORE RESILIENT AND EFFICIENT**

A key strategic approach of ATAP is to make better use of the existing network, and to explore new opportunities to get more out of what is already in place. This means looking at the whole Auckland transport system and understanding the way people want to interact with it, as well as a programme of optimisation to improve the efficiency and reliability of people's journeys.

New technology is opening up opportunities to do this. Transport Agency investment in the Intelligent Transport Systems Programme will use emerging technologies to better manage congestion, improve safety and influence travel demand. The Network Optimisation Programme will provide a package of targeted small-to-medium scale infrastructure projects to optimise routes through synchronisation of traffic signals, optimising road layout, dynamic traffic lanes and managing traffic restrictions. Another key initiative is the Bus Route Priority Phase 1, which involves implementation of bus priority measures along the Frequent Service Network to improve capacity and speed.

While the Auckland Transport Operations Centre is able to effectively manage incidents and emergencies, there is an ongoing programme of work to strengthen its capabilities to reduce disruption and delay. Core technology upgrades will support and enhance systems such as Journey Planner, web and mobile applications, asset management, CCTV and network upgrades to improve performance, resilience and safety of customers.

As the climate changes, there will be an investigation to determine how to address the impacts of sea level rise on Tāmaki Drive, and improve the resilience of state highway and local road networks.

## **INVESTMENT HIGHLIGHTS**

- Work will get underway to deliver light rail between the city centre and Māngere, and to Auckland's northwest. Light rail will provide a high capacity, frequent and reliable public transport service, and enable accelerated urban development along these corridors.
- Access to Auckland Airport and surrounding areas will be improved through the Southwest Gateway programme. This work includes Puhinui rail station improvements, investigation of rapid transit measures between Auckland Airport and Botany, and identifying improvements along state highways 20, 20A and 20B to improve journey reliability and provide more transport choices.

## INVESTMENT HIGHLIGHTS CONTD

- \$240m will be invested in the Auckland Manukau Eastern Transport Initiative (AMETI) Eastern Busway improvements.
- Work on SH1 will continue on the main access routes into the city from the north and south. \$500m will be invested in the Northern Corridor Improvements project, improving access and safety, extending the Northern Busway and completing the Western Ring Route. Investment in the Southern Corridor Improvements will make for a safer route and more reliable journey times.
- The Public Private Partnership (PPP) will continue to build the 18-kilometre extension of the Northern Motorway (SH1) from Pūhoi to Warkworth to improve safety and access to the north.
- Safety highlights include \$67.2m for SH16 Brigham Creek to Waimauku Safe System Enhancement, to improve safety and efficiency. \$33m will also be invested in safety improvements in the Dome Valley north of Warkworth.
- Through the collaborative Te Tupu Ngātahi Supporting Growth Alliance programme the NLTP will look to confirm and protect transport networks that are needed to support the development of new future urban growth areas over the next 30 years. There will be \$46m investment in the Matakana Link Road connection, and \$140m for the SH1 Papakura to Bombay programme.
- To encourage a continued increase in people cycling in Auckland, \$31m will be invested in SeaPath, a walking and cycling connection between Northcote Point and Esmonde Road, Takapuna. There will be \$67m to develop the SkyPath project across the Auckland Harbour Bridge, and investigate a dedicated walking and cycling crossing of the Manukau Harbour to replace the Old Māngere Bridge. \$56.6m will be invested to complete the Glen Innes to Tāmaki Drive shared path.
- Investment in new electric trains to provide for growth and reduce crowding that would otherwise occur. Investment will be allocated to the electrification of the rail line from Papakura to Pukekohe, and \$119m for the provision of a third main line between Westfield and Wiri and an upgrade of Westfield rail junction to provide better separation of passenger and freight services. There will also be funding for the removal of road/rail level crossings to better manage safety risks.
- The NLTP includes co-investment in many local roads around Auckland, including \$68m for Lincoln Road in west Auckland. These upgrades will improve travel time reliability. There will also be investment in city centre bus improvements, including bus priority measures and new interchanges.

#### CASE STUDY

### LIGHT RAIL TO TRANSFORM AUCKLAND

To support Auckland's sustainable growth as a world class city, rapid transit infrastructure will deliver a modern, integrated public transport system of light rail, heavy rail, busways, bus priority lanes, and ferries.

Light rail is the centrepiece of Auckland's rapid transit future. While it's new for us, light rail has been proven globally to provide the kind of permanent infrastructure a successful and growing city needs – better connected communities, attracting investment for new developments and access to affordable housing.

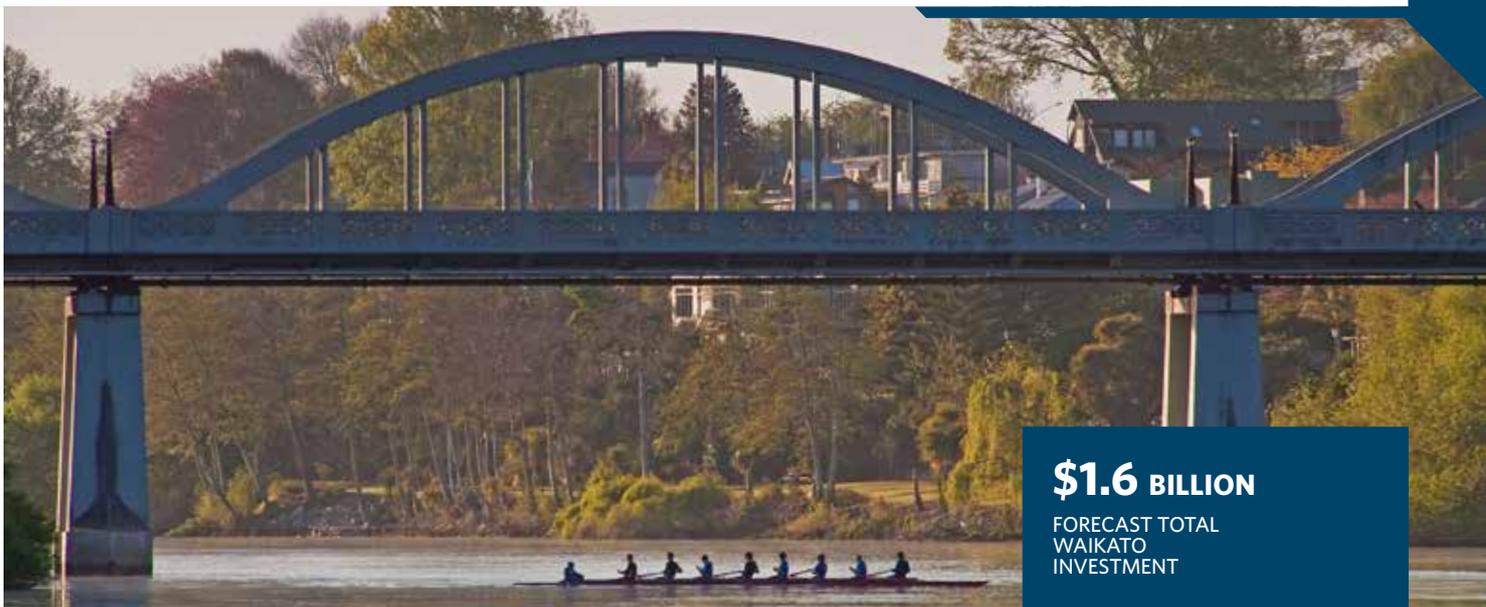
Light rail in Auckland will run from the city centre to Māngere, connecting communities along the corridor including employment areas such as the city centre, Onehunga and Auckland Airport. It also involves a light rail corridor from the city centre to the northwest, another area of rapid growth for the city. The new light rail network will positively influence the way the city grows, providing sustainable connections to the city for new communities and enabling the further development of Auckland particularly in the west and northwest.

The Transport Agency is leading overall delivery of Auckland light rail and is partnering with Auckland Council, Auckland Transport and HLC. The development of light rail and other transport infrastructure will be integrated with urban development, in order to deliver more housing, employment and recreational opportunities close to the proposed light rail lines. Communities along the corridor will have the option to move from being car dependent to embracing public transport with all the benefits that brings.

Expanding the public transport network to include light rail will give Aucklanders more choices about how they travel. Light rail connects seamlessly with other transport modes such as heavy rail, buses, and shared walking and cycling paths. Unaffected by traffic and congestion, light rail can move more people at greater frequencies than buses, with faster on- and off-loading of passengers, and will likely have fewer stops than buses and greater capacity. It will contribute to a modern, attractive, liveable city with more frequent transport services, seamless connections and reduced reliance on the private car.



# WAIKATO



Waikato’s significant contribution to growing New Zealand’s social and economic wellbeing underlines the importance of a regional land transport system that provides access, is resilient and provides journeys that are safe and reliable.

Together with Auckland and Bay of Plenty, Waikato is part of the ‘golden triangle’ recognised as the productive heart of New Zealand’s economic engine room.

The region has important road and rail connections to large and growing centres, notably Tauranga and Auckland. Forty percent of the nation’s freight movements go into, out of, or through Waikato.

The journey through Waikato from Auckland to the Port of Tauranga via Hamilton (by road and rail) connects the three largest urban centres in the upper North Island, the two largest ports (Auckland and Tauranga) and the country’s largest international airport (Auckland).

The Transport Agency will work with its partners, particularly those in local government, to ensure NLTP investments contribute to a vibrant region in terms of its continuing social and economic development, and its growing population and economic base.

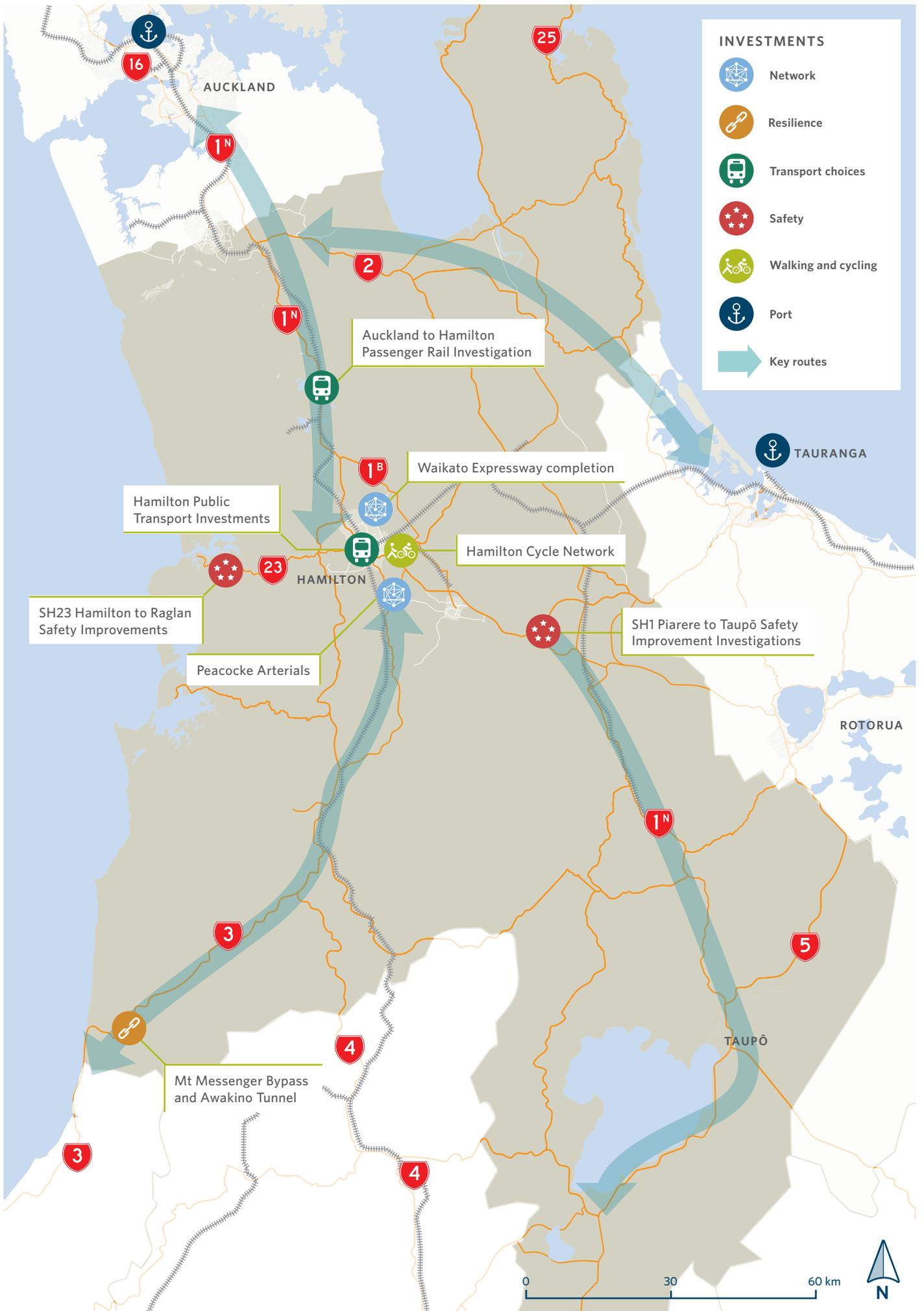
## A CENTRE FOR FREIGHT

For road based freight, the completion of the Waikato Expressway in 2020 will make this journey safer, faster and more reliable. The expressway will create a four-lane highway that is forecast to take 35 minutes off a trip from Auckland to south of Cambridge.

While SH1/29 will remain the preferred route for road based freight between Tauranga and Auckland, once the Waikato Expressway project is completed, other routes suitable for high productivity motor vehicles (HPMVs) will be investigated and developed to help the growing freight task move more effectively.

The East Coast Main Trunk Line is the major link for freight movement between Auckland, the Waikato and the Bay of Plenty. It carries over a third of New Zealand’s rail traffic and is the most densely used sector of the national rail network. Rail will continue to play an important role moving containerised and bulk exports to the Port of Tauranga, and delivering imports from the port to distribution hubs in the Waikato and south Auckland.





Hamilton is emerging as a major distribution and logistics centre, with access to road and rail networks, and strategically located to service Auckland, the Bay of Plenty including the Port of Tauranga and markets to the south.

Three key inland ports/distribution centres have been established or are planned: including a 480-hectare inland port under development at Ruakura; Fonterra's Crawford Street rail hub; Ports of Auckland's inland port at Horotiu. Further opportunities to move freight by rail will continue to be investigated.

## **HEARTLAND ACCESS**

State highway connections from Waikato south to Taranaki (SH3) and east to Rotorua (SH5) are critical for the social and economic development of those centres and connecting regional communities.

While these two routes are generally fit for purpose, the 53km section of SH3 through Mt Messenger and the Awakino Gorge runs through rough terrain and is narrow and winding. A number of projects to primarily improve safety resilience and reliability are progressing, including the Mt Messenger and Awakino Tunnel bypasses.

Partly because of these strategically important interregional state highway corridors, Waikato has high traffic volumes. With around a quarter of national road deaths, the region has the highest fatal crash rate per kilometre in New Zealand.

## **IMPROVING SAFETY**

The Transport Agency has a number of opportunities to improve safety in the region. Completion of the Waikato Expressway is expected to reduce the number of deaths and serious injuries.

There is an ongoing programme of investment in safer roads and roadsides at high-risk locations, including SH2 Pokeno to Mangatarata and SH29 Piarere to Te Poi/Te Poi to Kaimai Summit projects. These projects are being re-evaluated as part of the NLTP development process to confirm that their focus is consistent with the GPS priorities.

The Transport Agency is working with local government to ensure that cycling is a safer transport choice as part of the BikeReady national programme of cycle education in schools.

## **PROVIDING CHOICE**

There are expected to be around 390,000 people living in Hamilton and the surrounding Waikato and Waipā districts by 2043 – an increase of nearly 50 percent from the 2013 population. The Future Proof partnership has developed a long-term strategy to guide how the development associated with this growth is managed.

This partnership involves key stakeholders working together to deliver an integrated approach to land use and infrastructure planning including transport. Increasingly, more innovative approaches that help to influence and manage transport demand will be required to support more liveable urban outcomes particularly in and around the Hamilton area.

Passenger transport in Hamilton is focused around bus services. These make up 2.8 percent of trips to work - the national average is 5.5 percent - although Hamilton has the country's fourth largest public transport service. Hamilton City anticipates future capacity constraints and congestion on its roads, and the need to increase the number of trips made by public transport, walking and cycling.

The Access Hamilton Strategy guides Hamilton City's development and transport infrastructure planning during the next 30 years. The strategy highlights the need for an integrated approach to land use and transport planning, including actively promoting transport choice and working to increase the amount of walking and cycling.

Cycling is a priority focus for Hamilton and satellite urban centres. Significant investment is being made in urban cycle networks as well as strategic interregional connections, such as the Cambridge to Hamilton section of Te Awa - the great New Zealand river ride. Construction will start on the 20 kilometre Cambridge to Hamilton section, which is expected to attract hundreds of users every day.

Improving the region's network of cycleways through the Great Rides and Heartland Rides programmes will help to drive economic and social benefits to all parts of the region.

Waikato earns 8.1 percent of New Zealand's total gross domestic product (GDP). This includes a \$1.23 billion visitor economy - \$230 million from international tourists and \$1 billion from domestic visitors.

Tourist numbers continue to grow, with Pōkeno to Tauranga on SH2 an important tourist journey providing access to the Coromandel Peninsula, Bay of Plenty and to the Hobbiton attraction near Matamata.

The western end of the SH2 journey also carries high freight volumes. The journey is also subject to heavy traffic to and from coastal communities in the Coromandel and Bay of Plenty during holiday peaks.

## **GEARING UP FOR GROWTH**

Considerable population growth and development is projected and planned for Hamilton, the settlements that surround it such as Cambridge and the north Waikato area.

This growth will place demands on the transport system in and around Hamilton, the north Waikato and southern Auckland as people travel for work, school, shopping and community events. The Transport Agency will continue to work with partners and key stakeholders on integrating land use and transport planning to manage this growth to support good urban development outcomes.

Examples of this include the work led by the Future Proof partnership and the focus on developing an integrated spatial plan for the Auckland-Hamilton corridor. This includes investigations into an Auckland to Hamilton passenger rail connection to help provide travel choice, reduce pressure on roads, and to support growth and urban development in existing centres along the corridor.

South Waikato has a declining population, high unemployment and low household incomes. Improving transport choice and access through a reliable and resilient land transport system is a key contributor to providing more business and job opportunities to grow the area's economy and providing access for people to social and recreational activities.

## RELIABLE JOURNEYS

Waikato's land transport system, generally, is considered resilient. However, the Coromandel and Raglan areas can be exposed to severe weather events and tidal surges that cause flooding, and slips and closures on the road network. During winter, snow and ice can also cause disruption on SH1 between Turangi and Taihape. The low-lying Hauraki Plains have been identified as being vulnerable to rising sea levels. The Transport Agency is continuing to work to improve the resilience of the region's highways to minimise disruption and improve travel-time reliability. An example of this will be working with the key partners including local government to investigate responses to the resilience issues experienced in the Coromandel.

While road transport networks in and around Hamilton are generally fit for purpose, sustained growth has led to increased congestion at key points, and conflict between local and state highway traffic. Completing the Waikato Expressway will help relieve these pressures by enabling the majority of north-south state highway traffic to bypass the city.

### INVESTMENT HIGHLIGHTS

- \$235m to complete the Hamilton section of the Waikato Expressway.
- Hamilton public transport programme improvements.
- SH3 Mt Messenger Bypass. This project will take SH3 around the existing problematic steep, narrow and winding section of SH3 at Mt Messenger where there are a range of safety, resilience and reliability issues.
- \$2.9m for the Hamilton to Auckland passenger rail start-up service.
- \$7.9m construction of section 1 of the Hamilton to Cambridge cycle connection.
- \$34m for the SH3 Awakino Tunnel Bypass.
- \$13m for the SH26 KiriKiri Stream Bridge replacement.

CASE STUDY

## SAVING OUR NATIVE BATS

Emerging from the many kilometres of expressway under construction in Waikato is an environmental survival strategy to help two of the country's oldest residents exist in the modern world.

Long tailed and short tailed bats - they are no relation - are ecological ancients who have called New Zealand home since it splintered from the Australian mainland some 65 million years ago.

The bats are often in the front line of Transport Agency projects to improve the safety and efficiency of the state highway network in the Waikato. New roads can be driven through gullies and forests where they live and feed, and flight paths are disrupted by new bridges.

The Transport Agency, contractors and consultants have obligations under the Resource Management and Wildlife Acts to protect the environment and manage wildlife like bats. Wildlife management could differ from project to project and the Transport Agency recognised the need for one consistent framework.

The starting point was an established Memorandum of Understanding setting out how the Department of Conservation (DoC) and the Transport Agency work together where the environment and state highways shoulder up to each other.

Collaboration between the two led to the creation of the framework and a consistent approach that covers a wide range of bat management techniques including the sort of monitoring equipment to be used, locations for new nests, and how information about the tiny mammals is interpreted and used.

The groundbreaking framework can apply not only to state highway construction but to other infrastructure projects throughout New Zealand.

It is too early to say how effective the framework is. A third species of native bat has been wiped out by a plague of rats. At the very least, the DoC/Transport Agency framework will give these remaining two species of ancients a fighting change of survival.



# BAY OF PLENTY



The transport system in the Bay of Plenty supports a strong and growing economy by providing access that is safer, more resilient and efficient across the region.

The Bay of Plenty is part of the upper North Island, which is home to more than half of New Zealand’s population and employment opportunities. The Port of Tauranga is a significant contributor to New Zealand’s economy. Projected growth will drive significant demands on the transport network through freight movements, especially on the key strategic road network, such as SH29. The rail network is an important part of the region’s transport system, supporting the demands for freight movement.

Freight volumes are forecast to increase by 59 percent across the upper North Island in the next 30 years, increasing pressure on road and rail to and from the Port of Tauranga, including SH29 and SH2, north and east.

The development, growth pressures and opportunities across the region differ. Medium to high population growth is projected across the western Bay of Plenty and Rotorua. In the eastern Bay of Plenty, lower population growth is forecast. The response of the transport system to the challenges will differ across the region, requiring strong partnerships and innovative system-wide solutions.

Under the Toi Moana Bay of Plenty Regional Growth Study, transport is pivotal to economic growth in the region with a focus on:

- efficient and reliable connections between eastern Bay of Plenty and Tauranga
- support development of new industries in eastern Bay of Plenty
- driver licensing programmes to support access to education, training and jobs
- support tourist initiatives such as the ‘Rainforest Highway’ between Murupara and Lake Waikaremoana.

**\$665 MILLION**

FORECAST TOTAL BAY OF PLENTY INVESTMENT

**\$324 MILLION**

FORECAST MAINTENANCE AND OPERATIONS

**\$70 MILLION**

FORECAST PUBLIC TRANSPORT INVESTMENT

**\$16 MILLION**

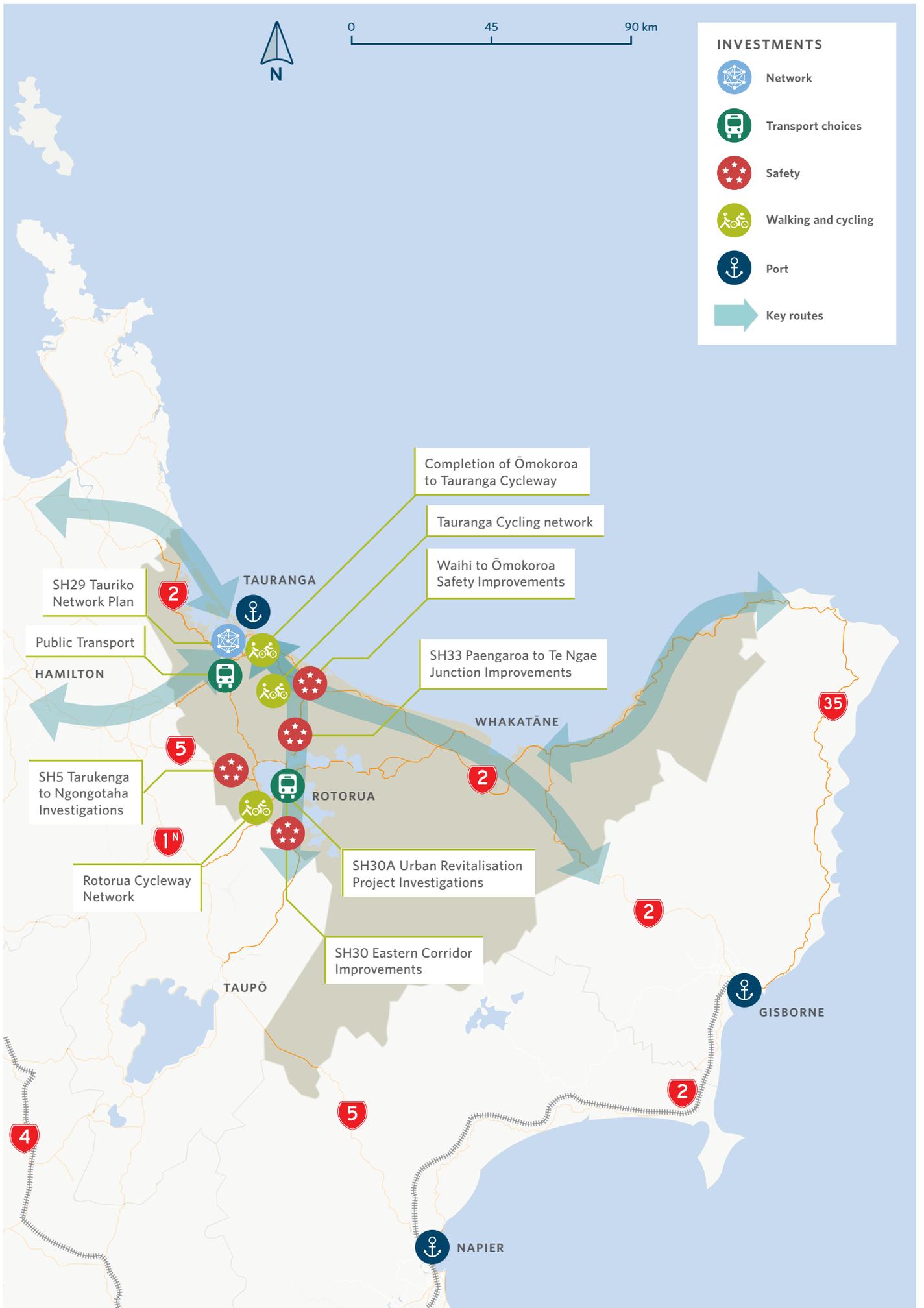
FORECAST WALKING AND CYCLING

**\$245 MILLION**

REGIONAL NETWORK IMPROVEMENTS

**35%**

SPEND TARGETING SAFETY



**INVESTMENTS**

-  Network
-  Transport choices
-  Safety
-  Walking and cycling
-  Port
-  Key routes

## **DEVELOPMENT AND GROWTH IN THE BAY OF PLENTY**

Population growth in the western Bay of Plenty is projected to continue, together with significant land use change. In Tauranga, 97 percent of people travel in single occupancy private vehicles to work, and 90 percent in Rotorua, above the national average of 79.5 percent. Providing and promoting improved access through more affordable, safe and convenient travel choices is needed to support desirable urban spaces and liveable communities. The collaborative land use and transport planning work for the future growth area at Tauriko and the existing Tauranga urban area are examples of the development of a more balanced transport system for the western Bay of Plenty. In Rotorua, medium growth is predicted with a focus on urban regeneration, growth in the eastern corridor (State Highway 30) and game changing cycling investment.

Limited population and land use changes in eastern Bay of Plenty is projected. Providing safer, more reliable and affordable access to transport services and choices will unlock opportunities for people and communities in the area. This includes connections for people, freight and tourists that support regional economies and wellbeing. Initiatives such as the Toi Moana Bay of Plenty Regional Growth Study may identify new opportunities for transport to support wider regional growth outcomes. Current initiatives being investigated include the Ōpōtiki Harbour development and the Kawerau Container Terminal.

## **CONTINUED SAFETY INVESTMENT**

Investment in safety continues to be a vital factor on the region's key routes, such as SH2 and SH29, and within urban areas such as Tauranga.

One example of where the Transport Agency is targeting significant investment in safety is along SH2 between Waihi and Ōmokoroa. An immediate programme of work on the Waihi to Ōmokoroa section of the corridor is to be carried out over the next five years. This work is focused on preventing head-on and run-off crashes, and providing safer connections for the local community.

Further examples are the programmes of work include SH33 Paengaroa to Te Ngae Junction and SH5 Tarukenga to Ngongotaha.

More generally, the Transport Agency will also continue to address areas where speed limit management would dramatically improve the safety on key corridors.

## **TOURISM**

Improving tourism in the Bay of Plenty presents a significant regional economic development opportunity. It is important that the region's transport network delivers safe and reliable journeys for the growing number of visitors to the region, as well as for those who travel beyond it.

Tourism is a significant contributor to Tauranga's economy, with high domestic visitor numbers during the peak summer months alongside the rapidly growing cruise ship industry. Tourism is also a key economic driver for Rotorua, one of the country's top five tourist destinations.

Tourism is essential to the eastern Bay of Plenty, including to attractions around Whakatāne and further east towards and beyond Ōpōtiki. Areas such as Te Urewera, while an already important tourism location, are the focus of investigations to understand future opportunities. This work is progressing collaboratively with Ngāi Tūhoe, the Whakatāne and Wairoa district councils and the Transport Agency.

## **PUBLIC TRANSPORT**

In December 2018, the new Western Bay of Plenty Public Transport Blueprint network will be implemented. It will provide higher frequency services based around key routes, more direct services from key origins and destinations and extended operating hours. The fleet will also be improved, including the introduction of electric buses.

With the new network in place, the focus will turn to optimising and improving existing infrastructure to provide priority to public transport. Improved infrastructure will allow for the more effective operation of new routes. Opportunities on the existing transport network are being investigated for high occupancy vehicle lanes and priority bus lanes to support this.

Public transport services in Rotorua and the eastern Bay of Plenty give access to employment, education and social opportunities, with a particular focus of enabling access to those with limited transport choice. This includes connections between communities and towns throughout the region. Public transport in Rotorua links the city centre to the surrounding suburbs, the airport, hospital and key visitor destinations. The introduction of bike racks on buses in Tauranga supports integration with the cycling sector.

## **ENHANCING WALKING AND CYCLING**

Improvements to and construction of new walking and cycling networks will encourage more people to choose to walk or cycle to work, school, the shops, and for recreation, as well as tourist attractions.

In Tauranga, completing the strategic urban network of cycleways connecting the suburbs to the CBD and completing the links to key journeys from residential areas to education, employment and social opportunities are progressing. In Rotorua, investment will allow the 'Cy-Way' programme to be completed. In the east, the Motu Cycle Trail, one of NZ's Great Rides, is looking to extend through Whakatāne, providing further tourism and safety opportunities.

Funding will also be used to promote walking and cycling, as well as cycle skills education, in schools.

## **MAINTAINING THE NETWORK**

To support a safe and reliable transport network, maintaining the region's transport links is a primary objective of the NLTP. The Transport Agency is working with councils in the Bay of Plenty to strengthen the resilience of the network, particularly between Tauranga, Ōpōtiki and Gisborne. Investigations are also being prioritised to provide sustainable alternative options in the event of network disruption.

### **INVESTMENT HIGHLIGHTS**

- SH2 Waihi to Ōmokoroa safety improvements.
- SH33 Paengaroa to Te Ngae Road safety improvements.
- Western Bay of Plenty new public transport access programme.
- Urban cycling – complete Rotorua Cy-way and develop business case for Tauranga urban cycling programme to provide better transport choice.
- Rotorua, SH30 eastern corridor between Sala Street and Iles Road, stage 1 safety improvements investigations.
- Develop Tauranga's urban transport safety programme to improve access, safety, reliability, urban development and liveability.
- Tauriko Network Plan, support urban development to improve access.

#### CASE STUDY

### **WEIGH RIGHT**

The nationwide Weigh Right Programme is designed to reduce heavy vehicle overloading on New Zealand roads. It will also help improve productivity and safety, while ensuring heavy vehicle operators pay their fair share of road maintenance.

The programme will see the installation of roadside technology and the development of intelligent software to direct potentially overloaded vehicles into 12 weigh stations throughout New Zealand. To do this, four existing weigh stations are being upgraded and an additional eight will be built at new sites.



This network will cover almost half of all New Zealand's freight kilometres travelled. The national sites are:

- Marsden in Northland
- three locations in the Auckland region (North Shore, Stanley St and Bombay)
- Tauranga Port
- Paengaroa (Bay of Plenty)
- Taupō
- Napier
- Ohakea (Manawatū)
- Mackay's Crossing (Wellington)
- Rakaia (Mid Canterbury) and
- Glasnevin (North Canterbury).

The sites have been selected based on heavy vehicle volumes and risk profile. The highest volume sites are close to major centres, ports or significant highway junctions. These sites cover almost half of New Zealand's freight kilometres travelled. It is expected to have all sites operational by December 2020.

By addressing the impacts of heavy vehicle overloading, the Weigh Right Programme will contribute to increased productivity for compliant operators through fewer weigh station stops. It will also support a level playing field across the commercial heavy vehicle industry.

Currently, competitors who are illegally overloading can unfairly disadvantage compliant operators. Heavy vehicle safety will also improve by reducing the risk of rollovers from overloading.

To support weight compliance, the programme is building a new easy-to-use heavy vehicle permits system.

# GISBORNE/TAIRĀWHITI



For the population of Gisborne/Tairāwhiti, having a resilient transport network is crucial. The region's relative isolation means it relies on the state highway network and local roads to connect its communities, to get goods from farm gates and forests to markets, and to support growth in tourism.

Reliable and efficient transport connections remain the greatest challenge for the region with weather events and unstable ground conditions resulting in frequent slips, road closures and higher maintenance costs. Closures have a significant social and economic impact on the region's rural communities. Connections to neighbouring regions are limited. Both SH2 northwest to the Bay of Plenty and SH35 to the north are vulnerable to closures, and the detours are long when there is any disruption.

The Tairāwhiti Regional Economic Action Plan, He Huarahi Hei Whai Oranga, identifies a number of transport objectives to support improved economic and social outcomes for the region:

- Safety and resilience of the network.
- Freight efficiency, including safe and reliable connections to the Eastland Port, SH35 and its connecting routes and SH2 to the rest of the country.
- Tourism-related upgrades.
- Efficient routes for both general traffic and heavy vehicles.

With the expansion of forestry harvesting in the region, the upgrading of rural roads remains a priority to cater for the increase in freight traffic. High productivity motor vehicles (HPMVs) are a growing proportion of traffic on SH2 south of Gisborne, but full HPMV access is restricted on many roads.





## IMPROVING RESILIENCE

With Gisborne's lack of viable alternative transport networks, road closures are costly for the region.

Investment during this NLTP is focused on improving the resilience of the road network. This work will include a range of improvements to areas with recurring dropouts via a package of stabilisation work including the East Coast Road Bluffs and Waihou Bluffs slopes; SH35 Te Hue Road, Puketiti Hill, Gudgeons Hill and Mangahauini wall north; and Kopuaroa Road and Kopuaroa Hill.

Other projects to improve resilience are:

- widening Turiaua Bridge
- stabilisation of Doonholm Hill near Tauwhareparae Road
- rock protection and planting on Waiomatatini Road, Ruatoria
- widening Mangahauini Bridge 3 to accommodate overdimensional vehicles
- strengthening Fairlies Bridge
- replacing Raparapaririki Bridge
- upgrading concrete ford along Motu Road
- rock protection works along Tokumaru Bay sea wall.

An additional package of emergency works funding will repair the damage to the road network caused during recent flooding.

## LOCAL ROAD IMPROVEMENTS

A significant investment will be made to improve local roads and support the region's economic development.

This work includes packages for HPMV strengthening on SH2 Gisborne to Napier and Gisborne to Ōpōtiki routes, and 50 MAX upgrades at key locations on local roads to support local industry.

Other projects include:

- continued development of the inner harbour
- improved access to Eastland Port
- developing new local roads to improve capacity or levels of service
- plans for appropriate transport access to areas of urban growth
- upgrading road lighting across the regions to LED
- a package to upgrade selected roads along SH35
- design for heavy truck parking off Awapuni Road near the truck stop
- continued widening of Rotokohu curves
- design for strengthening works at Allen's Straight, Sally's Slump and Faram's North.

## **SAFETY**

Safety on the region's transport network remains a concern. The region has a high proportion of deaths and serious injuries. The main cause of crashes are drink driving, people not wearing seatbelts and crashes involving cyclists in high speed areas. A high proportion of drivers are unlicensed.

This NLTP will invest more than \$1 million on a number of initiatives to make the region's roads safer:

- Cycling education in schools.
- Safety programmes for new drivers.
- Campaigns encouraging safer speeds, sharing the road and sober driving.
- Professional truck driver training.

Funding will also support better access to driver licensing facilities.

Freight trucks present a particular risk to children in rural areas. An investigation will be funded to look at improving rural school bus stops, installing safe school speeds signs and variable speed signage along SH2 and SH35.

## **TOURISM**

Tourism is making an increasing contribution to the region's economy, with the region experiencing a nine percent growth in tourist numbers between 2016 and 2017.

To make it safer and easier for visitors to travel throughout the region, this NLTP will invest in:

- improving signage across the region
- installing signage that showcases a 'road story' to inform drivers about the route they are using
- access improvements to key tourist attractions, such as seal widening, seal extensions and parking upgrades.

## **PUBLIC TRANSPORT**

Travel in Gisborne city is dominated by private vehicle trips, accounting for almost 90 percent of work-related trips in 2013. The city has limited public transport options, and the latest statistics show the number of people walking or cycling is declining.

A total of \$1.6 million will be spent on public transport services this NLTP period. This will fund Gisborne's current bus service but also look at service improvements to encourage more people to leave their cars at home and use public transport. A review of the rural travel fund will look for opportunities to give rural communities along SH2 and SH35 better access to jobs, health and education facilities, and to events.

## **INVESTMENT HIGHLIGHTS**

- Bridge strengthening to upgrade parts the network to carry 50MAX vehicles.
- Upgrading SH2 Napier to Gisborne to full HPMV access, to allow a greater movement of goods with fewer trucks. This can improve the productivity of freight movement by 10-20 percent.
- \$155m maintaining, operating and renewing the local roads and state highways.
- \$1.2m on road safety promotion to improve road user behaviour.

# HAWKE'S BAY



**\$324 MILLION**

FORECAST TOTAL HAWKE'S BAY INVESTMENT

**\$192 MILLION**

FORECAST MAINTENANCE AND OPERATIONS

**\$13 MILLION**

FORECAST PUBLIC TRANSPORT INVESTMENT

**\$1.5 MILLION**

FORECAST WALKING AND CYCLING

**\$116 MILLION**

REGIONAL NETWORK IMPROVEMENTS

**27%**

SPEND TARGETING SAFETY

Primary production is the big economic driver for Hawke's Bay, with investment in the region's transport system focused on making it safer and easier to get goods to market and to support new tourism opportunities.

Forestry, horticulture and viticulture are the region's three biggest primary industries, driving the need for efficient and reliable access to ports and processing centres both within Hawke's Bay and neighbouring regions, and a transport network that can safely support the increase in freight.

This NLTP supports the objectives in the Matariki-Hawke's Bay Regional Economic Development which include:

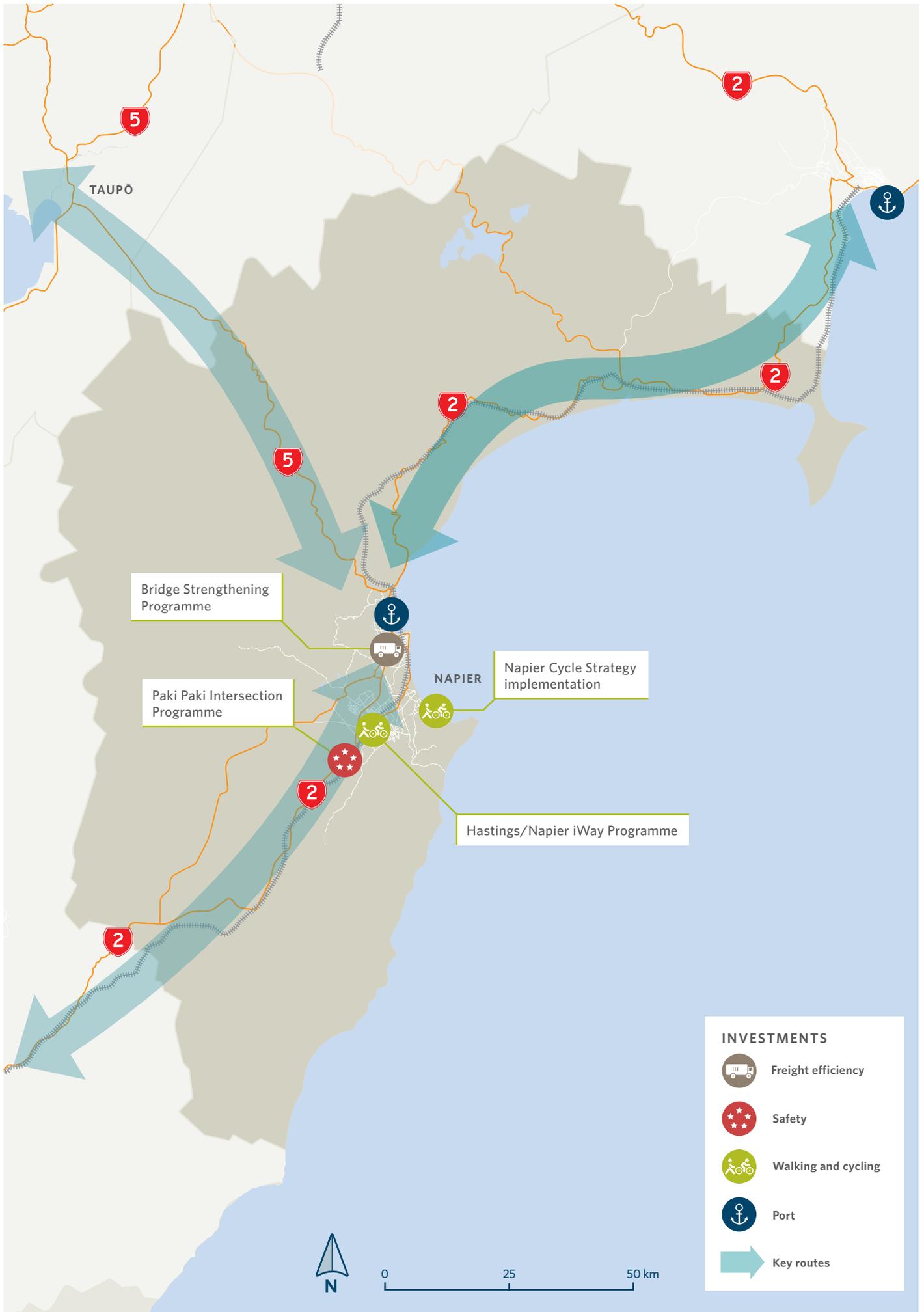
- improving SH2 between Napier and Ōpōtiki to reduce journey times
- improving access to Wairoa
- improving safety; and planning for significant growth in forestry
- ensuring safe and efficient access to Port of Napier.

A total of \$324 million will be invested in the region's transport network this NLTP.

## MAINTENANCE, OPERATIONS AND RENEWALS

A large proportion of NLTP funding will be used to maintain the state highways and local roads to ensure safe, reliable journeys throughout the region. This programme of work will include road resurfacing, renewals and general maintenance, and network and asset management.

To ensure best practice and value for money delivery, the Transport Agency will support collaboration among controlling authorities on procurement, management and implementation of maintenance activities.



## **SAFETY IMPROVEMENTS**

Hawke's Bay has more crashes per vehicle kilometre travelled on local roads and state highways than many other regions. There were 18 fatalities on the region's roads in 2017.

While upgrades to several Hawke's Bay blackspot intersections are underway, safety remains a significant NLTP focus. Investments focus on reducing risk by addressing unsafe behaviours, and infrastructure and environment improvements for people travelling on the region's critical links, in particular between Napier Port and Palmerston North.

These projects include improvements to:

- SH2 Pakipaki to Waipukurau
- Hawke's Bay Expressway
- SH2 Wairoa to SH5
- Watchman Road intersection upgrade
- SH5 Tarawera to SH2
- Weigh Right National at Napier Port.

Safety promotion programmes around cycling, walking and local roads will be delivered in schools and communities.

## **MULTI-MODAL TRANSPORT OPTIONS**

Journeys throughout the region are dominated by private vehicles – 90 percent of trips to work in the Napier/Hastings area in 2013 were by car.

While public transport in Napier and Hastings makes up only a small fraction of journeys to work, there are 11 bus routes serving the cities and surrounding communities, providing connections to key destinations like the Hawke's Bay Hospital in Hastings. An express commuter service runs between Napier, Hastings and Havelock North.

The Napier/Hastings area has had significant investment in urban cycling facilities, with more than 108kms of pathways being built during this decade. The iWay project seeks to increase accessibility through the urban areas, and increase the number of local trips being made by bike.

The Hawke's Bay Regional Council is looking to reduce the environmental impact of the region's land transport system by supporting the uptake of electric vehicles, and encouraging more people to use public transport and active travel options, such as walking and cycling.

Hawke's Bay is a popular destination for cyclists. There are about 400,000 annual users of the region's off-road cycle trails, and more than 200 daily users of the cycle paths between Hastings and Havelock North.

This NLTP supports construction of new cycleways in the iWay cycling programme and a feasibility study for a cycleway north of Napier towards Gisborne.

Public transport is an important service for many people. Local bus services carry about 700,000 passengers annually. With an ageing population, public transport services will need to respond to increased demands and consider the need for new or different bus routes.

Encouraging more people to use buses and active travel options supports wider strategic objectives to reduce the environmental impact of the region's land transport system.

## **IMPROVED CONNECTIONS**

Reliable and efficient connections are important for Hawke's Bay regional communities and businesses, as well as tourists.

To help improve travel times and reduce congestion on key routes, NLTP funding has been allocated to continue the Bay View to Hawke's Bay Airport passing lanes. Additional funding is available to investigate programmes of work on SH2 and SH5 including:

- SH5 Napier to Taupō programme business case
- SH2 Napier to Gisborne programme business case.

## **ACCESS**

Improving access for New Zealanders to economic and social opportunities is one of the key priorities in the Government Policy Statement on land transport. Projects to include access within the region include:

- bridge strengthening upgrades for HPMVs
- completing the Whakatu Arterial Link
- Prebensen Drive/Hyderabad Road intersection upgrade in Napier.

## **INVESTMENT HIGHLIGHTS**

- Bridge strengthening programme to open up more of the network to 50MAX and HPMVs.
- Installation of a Weigh Right station at Napier Port.
- Further investment to complete the iWay Napier cycle network.
- SH2 safety improvements.
- Safety promotion programmes in schools.

CASE STUDY

## GETTING ON YOUR BIKE

A decline in cycling numbers saw Hastings selected earlier this decade as one of New Zealand's two walking and cycling model communities to help reverse the trend.

More than 108kms of new walking and cycling pathways later, including four arterial routes, linking the communities of Flaxmere, Hastings, Havelock North and Clive, cycling numbers in the Hawke's Bay are on the rise.

iWay Hastings, as this innovative programme was named, saw the delivery of shared pathways, supported by education and behaviour change programmes, and three years ago an extension of iWay to Napier.

A comprehensive network programme was developed for Napier, including a commuter route between the two urban areas of Napier and Hastings, and safety and connection improvements to the town's existing network.

This has seen cycling across all cycle routes in Napier grow on average 10 percent, and an 18 percent increase in the number of Napier Boys' High School students choosing to cycle to school since the completion of the Marewa Loop.

Thirty-six kilometres of on-road cycle lanes and off-road pathways are being built/improved in Napier to complete the network. The cycle networks in both Napier and Hastings are expected to be finished in June 2019.



# TARANAKI



Taranaki's strong export-based economy means the region's major transport focus is on improving access. They need to be safe, reliable and resilient within and between regional connections to get goods to market. Heavy vehicles travel more than 75 million kilometres on Taranaki roads every year.

Taranaki is relatively isolated and relies heavily on State Highway 3 (SH3) for regional connections, and to the rest of the North Island. As the largest volume of traffic between regions uses the SH3 route to the south, this section has been progressively improved. SH3 north to Waikato has resilience and safety issues which are being addressed through this NLTP.

Fonterra's plant at Hāwera is one of the largest dairy processing facilities in the country and generates a significant proportion of the region's intra-regional freight movements.

During the next 10 to 20 years, log exports through Port Taranaki are expected to peak after significant increases in recent years. With no container shipping services out of Port Taranaki, goods are transported to and from other regional ports by road and rail.

Oil and gas continues to place the greatest demand on the region's transport system during the exploration and development phase. However, most longer term petroleum products will be piped from the region.

Population growth pressures remain steady in New Plymouth, with the district classified as a high growth under area the National Policy Statement for Urban Development Capacity. Providing and promoting improved access through more affordable, safe and convenient travel choices is needed to support desirable urban spaces and liveable communities. Collaborative land use and transport planning for future growth will be investigated through the Keeping New Plymouth Moving and Growing business case to provide a balanced transport system.

**\$302 MILLION**

FORECAST TOTAL  
TARANAKI  
INVESTMENT

**\$159  
MILLION**

FORECAST  
MAINTENANCE  
AND OPERATIONS

**\$10.5  
MILLION**

FORECAST  
PUBLIC  
TRANSPORT  
INVESTMENT

**\$466  
THOUSAND**

FORECAST  
WALKING  
AND CYCLING

**\$130  
MILLION**

REGIONAL  
NETWORK  
IMPROVEMENTS

**21%**

SPEND  
TARGETING  
SAFETY



0 15 30 km



**INVESTMENTS**

- Access
- Resilience
- Transport choices
- Safety
- Walking and cycling
- Port
- Key routes

## **IMPROVING SAFETY**

The Transport Agency is investing in safety improvements to combat the current high crash risk for users. This includes delivering safer corridor treatments such as median and side barriers, intersection improvements and speed management, as well as improving intersections safety.

Improving safety, reducing crashes and improving access is a focus between Waitara and Bell Block. The route is one of the region's busiest and is a crucial link between New Plymouth and Hamilton. It carries a combination of commuter and long-haul freight traffic and provides access to housing and business growth, New Plymouth Airport and Port Taranaki.

## **RESILIENCE**

The SH3 northern route is Taranaki's main link to Waikato and the upper North Island and is important to the region. While SH3 is generally fit for purpose, the 53km section of SH3 through Mt Messenger and the Awakino Gorge runs through rough terrain and is narrow and winding. A number of projects to primarily improve safety and reliability are underway, including the Mt Messenger and Awakino Tunnel bypasses.

The planned Mt Messenger Bypass will improve resilience and safety by relocating SH3 around the existing problematic steep, narrow and winding section. The new route will be nearly one kilometre shorter and will be an easier driving experience for customers. Design work for the bypass is progressing, with construction expected to start in 2019.

The construction of safety and resilience improvements has also been underway since 2017. This work includes:

- the removal of sharp bends and roadside hazards
- road widening
- improving rest stop and pull over areas
- improving slow vehicle bays and passing lanes
- installing side barriers
- slope stability improvements.

This work is expected to be completed in 2019.

## **MORE TRAVEL CHOICES**

Public transport services in the region give access to employment, education and social opportunities, with a particular focus of enabling access to those with limited transport choice. This includes connections between communities and towns throughout the region. Expanded public transport services will continue to improve access and transport choice. Walking and cycling improvements will support the uptake of active modes and provide increased transport choice so people are able to choose to walk or cycle to work, school, the shops, and for recreation.

## **INVESTMENT HIGHLIGHTS**

- Investigations into SH3 Bell Block to Waitara route improvements to deliver significant safety benefits for the corridor as well as improved access to support proposed residential and business growth.
- SH3 Mt Messenger Bypass will take SH3 around the existing problematic steep, narrow and winding section of SH3 at Mt Messenger where there's a range of safety, resilience and reliability issues.

# MANAWATŪ/WHANGANUI



The Manawātū/Whanganui region is a transport 'crossroads' where critical road and rail corridors important for regional and national economic prosperity intersect.

SH1 and SH3 intersect in the region, as do the main north/south and east/west rail lines. Several major distribution centres are operating or being developed in the region, which rely on good access to a number of ports and/or airports.

As a key freight and transport hub for the central North Island, the Manawātū/Whanganui region has enormous strategic value for the whole of New Zealand. This is highlighted by the fact that a key priority for the Transport Agency in this NLTP is the development of the SH3 project highway Te Ahu a Turanga: Manawātū Gorge to connect the Manawātū, Tararua District, Hawke's Bay and northern Wairarapa. It replaces the highway through the Manawātū Gorge, now indefinitely closed by a mass land movement.

## TRANSPORT OBJECTIVES

Safety, connecting communities and enabling economic growth are other key drivers of land transport planning for the Manawātū/Whanganui region. During the next three years and beyond, investment in the region will improve safety and access for local communities, along with regional connectivity for freight movements, linking up to the new SH3 across the Ruahine Ranges, and diverting traffic, including freight, from central Palmerston North and other communities.

Working with industry, local government and local communities, the Transport Agency will look to progress the Palmerston North Integrated Transport Improvements project, to assist in building the region's resilience and provide a safer, more effective connection between some of the region's key industrial areas and improve access and safety for pedestrians and cyclists.

The indefinite closure of the Manawātū Gorge and the temporary closure of SH1 after serious storms has shown the need for a resilient land transport system that keeps routes to key destinations and the region's communities open.

The Transport Agency is committed to delivering a safe transport network. It will increase investment in roads and roadsides, and will review how speed limits can help achieve safer journeys for all.

**\$647 MILLION**

FORECAST TOTAL MANAWATŪ/WHANGANUI INVESTMENT

**\$324 MILLION**

FORECAST MAINTENANCE AND OPERATIONS

**\$27 MILLION**

FORECAST PUBLIC TRANSPORT INVESTMENT

**\$13 MILLION**

FORECAST WALKING AND CYCLING

**\$278 MILLION**

REGIONAL NETWORK IMPROVEMENTS

**21%**

SPEND TARGETING SAFETY



The Transport Agency will continue to look at the further development of all transport modes, including rail, public transport and active travel options, such as walking and cycling.

## **NETWORK MAINTENANCE**

Keeping the land transport system well maintained and safe is a large part of the investment from the NLTP in the Manawatū/Whanganui region. Over the 2018-21 NLTP period, local roads will receive about \$231m and state highways around \$92m for maintenance.

## **IMPROVING SAFETY**

The Transport Agency will progress improvements at a number of intersections on Napier Road from Keith Street to Whakarongo, in order to improve safety and access.

## **CYCLE FACILITIES**

People will soon be able to enjoy He Ara Kotahi, a new walk and cycleway bridging the Manawatū River and linking Massey University and the Linton Army Camp with Palmerston North.

## **FUTURE ACTIVITIES**

Transport is a key enabler to economic growth. As noted in the Regional Growth Study 2015 that led to the Accelerate25 economic growth initiative overseen by local government, industry and iwi, the region has a mature transport system but with specific future requirements which are acknowledged by the NZ Transport Agency:

- Efficient and well-serviced hubbing – the region needs to have the capacity to efficiently collect, package and redistribute product, and to reduce costs and increase the speed of getting products to market, when compared to other international suppliers.
- Scalability of operations – the region needs the capacity to expedite transport infrastructure investment decision-making. This includes the potential to take advantage of the interest in ‘rail tourism’ to convey increasing numbers of tourists to the Tongariro Whanganui area.
- Importance of the primary sector – reliable access to rural areas to transport products such as mānuka honey, but also for the transport of traditional primary sector products such as logs and farm produce, is vital.
- Palmerston North is a major intersection requiring more investment in streamlined transport movements. The city is at the centre of rail, road and air networks. This intersection of multi-modal and large product and traffic volumes must be as well designed and efficient as possible.
- Forestry is economically important to the region and logs to port movements will increase.
- Revitalisation of the Whanganui Port Area will contribute to the economic, environmental and social wellbeing of the Whanganui area. There is a need to identify and secure existing and future uses of the port area – including upgrading Wharf One.

Activities that support these aspirations and industry include:

- Whanganui River Marine Precinct and Port Area Revitalisation Project - \$6 million from the Provincial Growth Fund will go towards the revitalisation of the Whanganui Port and an upgrade of the Whanganui rail line
- regional connectivity initiatives (Palmerston North integrated transport improvements) - work is underway to complete a detailed business case for the roading initiatives required to unlock the freight hub and distribution potential of the region. Two projects already being developed are SH3 Napier Road and SH3/54 Kairanga Bunnythorpe Road
- the Transport Agency will be looking for further opportunities to move freight by rail and improving multi-modal freight connections
- Te Ahu a Turanga: Manawatū Gorge Project - the preferred option for the new corridor has been identified and the project will soon be submitting a Notice of Requirement to designate the proposed corridor. At this stage, it is envisaged that construction will start in 2020 and be completed in 2024
- Ashhurst Traffic Mitigation Project - with the closure of the Manawatū Gorge and most of the traffic being diverted across the Saddle Road, a sharp increase in vehicle numbers has led to safety and lifestyle issues for Ashhurst residents. A package of mitigation measures to address noise, safety and community aspirations is being implemented.

Other key projects in the region include:

- Taupō to Waiouru (SH1) business case
- Accessing Central NZ business case (Levin, Bulls and Ashhurst)
- Whirokino Trestle and Manawatū River Bridge replacement (SH1)
- Wellington Northern Corridor, Ōtaki to North of Levin (under re-evaluation)
- SH3, He Ara Kotahi Bridge improvements, Ashhurst cycle/walkway shared pathway
- Tennent Drive upgrade, Food HQ
- route 52 improvements.

## **INVESTMENT HIGHLIGHTS**

- \$122m for SH3 Te Ahu a Turanga: Manawatū Gorge Project to create a safer and more resilient route across central New Zealand, linking up the east and west with the Manawatū and Wellington.
- The Accessing Central New Zealand programme will support to the wider economic opportunities identified through the development of the business case for the replacement route for the Manawatū Gorge.
- Maintain safe alternative transport routes until Manawatū Gorge project is completed.
- Improve road and roadside safety on SH57 from south of Levin to Shannon.
- We are looking to support the continuation of the existing Capital Connection service between Wellington and Palmerston North, refurbishing or replacing rolling stock.

CASE STUDY

## A TRANSPORT HUB FOR CENTRAL NEW ZEALAND

Along with addressing the need for resilience in key Manawatū/Whanganui road corridors, an opportunity presents itself to improve safety and increase efficiency in the roading network to further enable the role of the region as a hub for freight distribution.

The Manawatū-Whanganui region is strategically located at the crossroads of much east-west and north-south freight movement serving the lower North Island, and the Transport Agency is working collaboratively with local government in the Manawatū Region to investigate options for moving freight across and through the region.

The options will consider the areas of growth in Palmerston North and how the movement of freight is managed on the local road and state highway network.

The Manawatū-Whanganui Regional Economic Action Plan (Accelerate25) identified distribution and transport as key enablers to realise the economic opportunities identified in the action plan.

Palmerston North, as the hub of many freight movements, requires investment to streamline transport movement, particularly east-west movement to the Port of Napier.

Putting in place the replacement route for the Manawatū Gorge will re-establish a key strategic transport and freight link that supports the needs of the people and economies of central New Zealand, while the Palmerston North Integrated Transport Improvements project will unlock regional economic development opportunities, providing a safer and more effective connection between some of the region's key industrial areas and removing heavy trucks from Palmerston North's city centre.

Together, these projects will provide economic and social opportunities for the community, creating a thriving, more liveable Palmerston North, with a reduction in freight moving through the central area of the city.



# WELLINGTON



The Wellington region's transport challenges are dominated by the region's concentration of population in the metropolitan cities, its importance as the nation's capital, constrained access corridors along SH1 and SH2 and the significant economic role its port plays to connect the North and South Islands.

Wellington's constrained corridors to and from community and economic centres in Kapiti, the Hutt Valley, Wairarapa and beyond have shaped the region's transport network. The region relies on two north-south transport corridors that include road and rail.

Key urban centres throughout the region - central Wellington city has the highest concentration of employment in New Zealand - are at risk of becoming isolated in a major event such as a severe earthquake, storms, serious crashes and rising sea levels. There is limited east-west connectivity, few alternative routes and the main rail and road corridors are close to each other.

The region's transport system is notable for its multi-modal nature. There is an almost even split between driving and other modes of transport entering the Wellington CBD at peak commuting times. While about half of morning commuters drive, nearly 40 percent take the train and the remaining 10 percent use the bus, or cycle or walk.

The more than 82,000 people traveling to or through the Wellington CBD each day create a significant commuter peak both on road and public transport networks. In recent years, weekend peaks have also developed around the middle of the day on Saturday and Sunday. Congestion pressure in Wellington city is further exacerbated by the need to traverse the CBD to reach key facilities, such as the city's main hospital and its airport.

The Transport Agency will continue working with its Let's Get Wellington Moving partners to further investigate and deliver the best transport solutions to benefit the city and the wider region.

The road network has a number of pinch points, including the Ngauranga Gorge interchange. A lack of alternative routes limits the capacity and resilience of the network, particularly at peak times.

**\$1.9 BILLION**

FORECAST TOTAL  
WELLINGTON  
INVESTMENT

**\$422  
MILLION**

FORECAST  
MAINTENANCE  
AND OPERATIONS

**\$614  
MILLION**

FORECAST  
PUBLIC  
TRANSPORT  
INVESTMENT

**\$83  
MILLION**

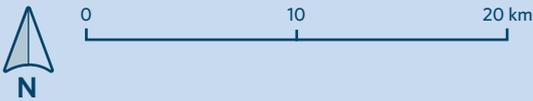
FORECAST  
WALKING  
AND CYCLING

**22%**

SPEND  
TARGETING  
SAFETY

**INVESTMENTS**

-  Resilience
-  Transport choice
-  Safety
-  Walking and cycling
-  Key routes



The Transport Agency will invest in an intelligent transport system (ITS) improvement programme to provide people with near real-time information to help them plan safe and efficient journeys. It will also invest in interim measures on SH1 from Tawa through to the Wellington CBD, to ensure that people and goods can get where they need to be, reliably and safely.

The region's projected population growth adds to the challenges facing its land transport system. About 40 percent of people live in Wellington city. Wellington's CBD will remain the fastest growing residential area in the region with the population expected to nearly double over the next 20 years. However, Wellington's northern suburbs, Porirua, and north of Waikanae on the Kāpiti Coast, will continue to grow, as will Hutt City but at a slower rate.

As the home of central government, Wellington city's economy is dominated by public administration and services. Nearly 60 percent of the region's jobs are located in the city, with 60 percent of those jobs concentrated in the CBD.

Hutt City is the second largest employment centre. As transport connections to Porirua and Kāpiti improve, service and commercial industries in those locations are expected to grow. In Wairarapa, agriculture, forestry and viticulture are the main economic drivers with tourism growing in importance.

Nationally, the region will continue to play an important transportation role in connecting the North and South Islands. The inter-island ferry services in Wellington provides a critical road/rail link for passengers and freight. Wellington airport, the country's third busiest airport, is expected to see strong growth in passenger numbers.

## **IMPROVING NETWORK RESILIENCE**

Disruption to the transport system has social and economic impacts. Parts of the Wellington region are at risk from isolation in a major event. The Transport Agency's plans to improve resilience include:

- the east/west Petone to Grenada Link Road was proposed to increase resilience of the roading network, and increase connectivity between Porirua and the Hutt Valley. To ensure that an east/west link will deliver on the Government's objectives, the Transport Agency is expected to address the risk of isolation faced by people in parts of Wellington and the Hutt Valley. In re-evaluating the existing project, the Transport Agency will explore opportunities to increase resilience
- the Wellington to Hutt Valley Walking and Cycling Link will enhance transport choices and significantly improve resilience by protecting Wellington's transport system with a new sea wall
- identifying opportunities to improve access to CentrePort in Wellington, to support the region's ability to recover after a high-impact event
- the SH2/Melling (river link) transport improvements project which is being re-evaluated.

## **INVESTING IN PUBLIC TRANSPORT**

Expanded public transport services will improve access to education, healthcare, employment and training opportunities. Priorities in the Wellington region include:

- improving connections between rail, buses, walkways and cycleways in support of the Let's Get Wellington Moving initiative
- investigating rapid transit options for Wellington city as part of Let's Get Wellington Moving
- development of mobility hubs, such as bus hubs and rail 'park and ride' amenities, and getting more people to use trains and buses
- supporting improvements to the regional bus fleet that includes adding electric double decker and low emission buses
- supporting the implementation of Wellington city's new bus network.

## **WALKING AND CYCLING**

In Wellington, more people walk or cycle to work compared to the national average. Around 80 percent of people living in the CBD walk to work. Wellington's focus is on providing greater transport choice using an integrated transport approach that encourages more people to walk or cycle.

The Transport Agency expects to invest \$83m in walking and cycling in the Wellington region with the following priorities:

- Developing and delivering walking and cycling networks in Wellington, the Hutt Valley, Kāpiti and Porirua.
- Designing and delivering the Wellington to Hutt Valley walking and cycling shared path.
- Improving pedestrian facilities in Wellington CBD identified by Let's Get Wellington Moving.

The Transport Agency and ACC have developed a national cycling education system to increase the reach of cycling education in New Zealand.

## **SAFER JOURNEYS**

Since 2007, the region has seen a steady decline in the number of people killed or injured in crashes. Targeting high-risk crash areas, installing central median barriers in high-speed environments and improved vehicle safety standards contribute to this trend.

The Transport Agency will invest in speed management and other safety measures to further reduce deaths and serious injuries.

SH2 is the primary link between Wellington and rural Wairarapa and has a poor safety record, particularly for motorcyclists. Median and roadside barriers, intersection improvements and speed management will be used along the corridor to improve safety.

SH58 connects SH1 and SH2 and has a poor safety record in the region. A package of safety improvements for SH58 is moving into the construction stage. The improvements include two new roundabouts and median and roadside safety barriers.

The Transport Agency is investing in the Weigh Right programme and will replace the weigh station on SH1 at Plimmerton. It will also work with the freight industry to reduce heavy vehicle overloading, which will improve road safety and reduce long-term road maintenance needs.

## BETTER ENVIRONMENTAL OUTCOMES

The Transport Agency will build on its good environmental practices to better manage any adverse environmental effects of the state highway network. The Transport Agency's national programme to replace all state highway lighting with more cost effective LED lighting to save costs on power and maintenance will be accelerated across the region.

## STATE HIGHWAY INVESTMENT

Three projects in the Wellington region are being re-evaluated to determine alignment with the new Government Policy Statement on land transport (GPS). These include Ōtaki to North of Levin, SH2 (River Link) Melling transport improvements and the Petone to Grenada Link Road.

The following projects already in construction will continue:

- Transmission Gully.
- Peka Peka to Ōtaki Expressway.
- SH1 Mackays to Peka Peka Expressway (remediation works and reducing road noise).

## MAINTAINING THE NETWORK

Keeping land transport networks available for people to get where they want to go easily, reliably and safely is a primary objective of transport investment within the region and beyond. Over the 2018-21 period, local roads will receive \$332m and state highways \$759m for maintenance and improvements.

The Transport Agency will fund low cost, low risk investments that target the Government's desired outcomes as set out in the GPS. Examples include improvements to specific intersections, traffic calming measures, improvements to lighting to increase safety, and walking and cycling facilities.

## INVESTMENT HIGHLIGHTS

- The \$45m investment in State Highway 58 safety improvements will reduce serious crashes on the stretch of state highway by up to 65%.
- Let's Get Wellington Moving to deliver a range of multi-modal improvements to unlock economic development opportunities. This initiative includes high-quality walking and cycling, better public transport, a smarter transport network, and selected road improvements.
- A \$43m investment in the Ngauranga to Petone section of the shared walking and cycling path will provide a much needed walking/cycling connection between Wellington and the Hutt Valley and increase resilience by building a new seawall that will protect the shared path, the rail line and SH2.
- A \$106m investment in two rail infrastructure projects, track renewals and additional rolling stock, will unlock Wellington's metro rail network capacity and improve resilience.
- Investment in the construction of a new four-lane median divided highway on SH1 from Peka Peka to Ōtaki will increase the efficiency of moving freight and people between Wellington and the north, and facilitate economic development.
- Completion of Transmission Gully.

## CASE STUDY

### LET'S GET WELLINGTON MOVING

Let's Get Wellington Moving (LGWM) is a joint initiative between Wellington City Council, Greater Wellington Regional Council, and the Transport Agency. Our focus is the area from Ngauranga Gorge to the airport, including the Wellington Urban Motorway and connections to the central city, hospital, and the eastern and southern suburbs.

Wellington's transport problems are starting to impact on the liveability of the city and region, and its economic growth and productivity. These include:

- growing traffic congestion and unreliable journey times
- poor and declining levels of service
- safety issues, especially for walking and cycling
- vulnerability to disruption from unplanned events.

Following input from 10,000 Wellingtonians, LGWM developed a set of urban design and transport principles to guide our work and inform our programme objectives, which include:

- enhancing the liveability of the central city
- providing more efficient and reliable access for all users
- reducing reliance on private vehicle travel
- improving safety for all users
- ensuring the transport system can adapt to disruptions and uncertainty.

LGWM's aim is to build on Wellington's unique character to deliver a great harbour city and region, accessible to all, with attractive places, shared streets, and efficient local and regional journeys.

To achieve this, LGWM is using a whole-of-system approach which integrates compact, attractive, and sustainable development with a transport system that moves more people with fewer vehicles.

Using extensive data collection and modelling, and feedback from public and stakeholder engagement, LGWM is developing a recommended programme of investment.

This is a high-level plan that lays out LGWM's preferred approach to transport investment over the next decade or more. It describes small improvements that can be delivered in the short-term and large-scale infrastructure changes that will take a number of years to design and implement.

The recommended programme will include a range of multi-modal improvements that work together:

- High-quality walking and cycling.
- Better public transport.
- A smarter transport network.
- Selected road improvements.
- Urban development changes.

The recommended programme will be refined as detailed investigation, design, engagement and consenting work is done in the next stages.



# TOP OF THE SOUTH – TASMAN, NELSON AND BLENHEIM



**\$300 MILLION**  
 FORECAST TOTAL TOP OF THE SOUTH INVESTMENT

Population growth is putting pressure on the Nelson and Tasman transport network. Investment in the 2018-21 National Land Transport Programme (NLTP) will look at delivering better transport choice in the Top of the South with improvements to both cycling and the public transport network.

A key piece of this work will be progressing the Nelson Southern Link project through to a detailed business case. Broadly, this work will look at the Rocks Road and Waimea Road corridors and access across all transport options to get people and freight, safely and efficiently, in and out of Nelson. The business case will also look to better link the land transport network with Nelson Port, ensure there are safe and accessible walking and cycling facilities, and review public transport improvements to maximise the efficiency of the existing network.

Work will continue on integrating the high growth areas around Richmond and Stoke by managing growth to make more efficient use of the existing network.

Throughout this NLTP period, there will be a focus on safety improvements on the transport links between Richmond and Mapua and Nelson and Blenheim.

**NELSON**

The Nelson City Council plans to substantially complete its cycleway network during the next three years, linking the network from Tahunanui to the city centre.

The council will focus on improving its public transport service, with a new Stoke loop route to improve accessibility within the Stoke area, and improve connections to the growth area in Saxton. It is also planned to introduce electronic bus ticketing to make it easier for people to use the service.





0 25 50 km



**INVESTMENTS**

-  Resilience
-  Transport choice
-  Walking and cycling
-  Port
-  Key routes

## **TASMAN**

Managing growth, improving safety and developing alternative transport choices, in particular cycling and public transport facilities, are the focus for the Tasman district.

On Takaka Hill, recovery works following the damage from Cyclone Gita will continue during the next two years.

## **MARLBOROUGH**

Construction of the new \$21 million bridge over the Ōpaoa River will begin in 2019, enabling better access for HPMVs on SH1. This is a critical transport link between Picton and Christchurch, particularly for freight, and for people in Marlborough to access Blenheim. The new bridge will make SH1 more resilient to natural disasters and secure as New Zealand's key strategic road freight route connecting the North and South Islands.

### **INVESTMENT HIGHLIGHTS**

- Further investigation into the Nelson Southern Link will consider the opportunities to better link the transport network between Nelson Port and Annesbrook for all transport modes.
- Investment in public transport in Nelson and Richmond to improve services both within and between Nelson and Richmond.
- Further extension of the Nelson cycleway network, completing a key link between Annesbrook and the beach at Tahunanui, and providing better access for those who cycle.
- Construction of the Ōpaoa River Bridge to provide better access for HPMVs travelling from Picton to Christchurch.



#### CASE STUDY

### RESILIENT ROUTE

A \$60 million improvements package on the 398km Picton to Christchurch alternate route (SH63, 6, 65 and 7 via Lewis Pass) has built safety and resilience into the upper South Island transport system, improving interregional connections and growing economic prosperity.

When the November 2016 Kaikōura earthquake struck, it severed the State Highway 1, the main economic lifeline route for the South Island. Freight and tourist traffic was diverted to the lesser used inland route via Lewis Pass, which was not designed for increased volumes.

Resealing, repairing and strengthening on more than 56 kms of the route, additional pull-over areas for trucks and slow vehicle bays and widening several sections of the road to allow trucks and other vehicles to travel safely on the route.

Other improvements included additional safety barriers and rock fall protection, installing several new bailey bridges alongside existing one-way bridges to provide two-way access, installing traffic signals on one-way bridges, and using radars and webcams to measure traffic volumes and provide travel updates.

This investment has long-term benefits for local communities and visitors by building resilience into the network and it remains a vital secondary route for this part of the country. Improving the safety and overall driving experience of the alternate route helps support regional growth for communities along the way.

Since the 24/7 reopening of State Highway 1 in April 2018, traffic volumes on the alternate route are back to near pre-earthquake levels. Additional improvements and maintenance work continues along the route.

Through the delivery of improvements on the alternate route the Transport Agency formed strong, valuable local partnerships with NZ Police, the freight industry and roading contractors. The police had a dedicated team supporting road safety along this route for 18 months which was critical for keeping road crew, the community and road users safe.

# WEST COAST



Building resilience into the state highway network remains the focus for investment in the West Coast's transport system to ensure the region's main economic driver, tourism, continues to flourish. Tourism is now the fastest growing economy for the region and relies on safe, reliable access.

SH6, running the length of the region, forms a critical lifeline link between the region's communities, as well as providing access to the key tourism attractions, such as Franz Josef and Fox Glaciers, Punakaiki and various walking and cycling trails. However, the highway is prone to closures from slips, rock falls, flooding and crashes. These closures not only disrupt the travel of customers but also have a significant impact on the economy.

There are no viable alternative routes when SH6 is closed; and where there are detours, these are lengthy and often on unsealed local roads. Almost half the local roads on the West Coast are unsealed.

With the West Coast's relative isolation, the result of its few connections to neighbouring regions and its challenging geographical environment, a resilient network is vital to support economic and social opportunities within the region. Safe, reliable routes are required to the north, south and east of the West Coast as tourists often travel around the South Island and come into the region from each of three access points.

Throughout the next three years, the Transport Agency will continue to work with local government and the Franz Josef community to improve resilience of the town and the transport network that provides a vital link for West Coast tourism. Both SH6 and the town of Franz Josef are located on the Alpine Fault and are prone to flooding by the Waiho River during significant weather events. This is the result of continual changes in the water channels of the heavily braided riverbed, running along the southern edge of the tourist town.

## ACCESS

Resilience work is planned for the highway network on the West Coast during this three-year NLTP period to help reduce the number of closures and minimise disruption for customers from unplanned events, in particular weather-related incidents. On SH6, SH7 and SH73, work is focused on helping prevent slips and rock fall at a number of known susceptible locations.

**\$177 MILLION**

FORECAST TOTAL  
WEST COAST  
INVESTMENT

**\$134  
MILLION**

FORECAST  
MAINTENANCE  
AND OPERATIONS

**\$542  
THOUSAND**

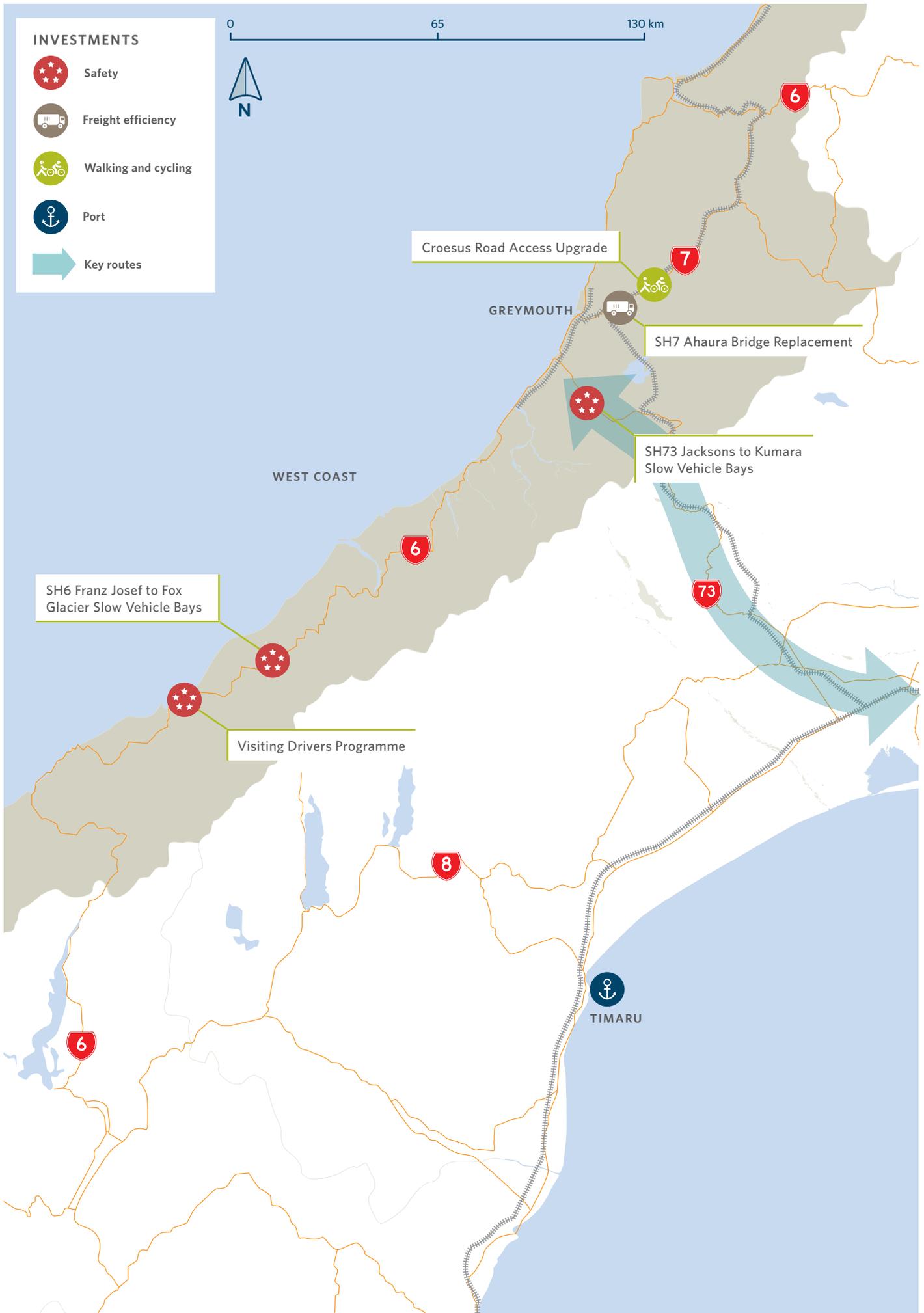
FORECAST  
PUBLIC  
TRANSPORT  
INVESTMENT

**\$42  
MILLION**

REGIONAL  
NETWORK  
IMPROVEMENTS

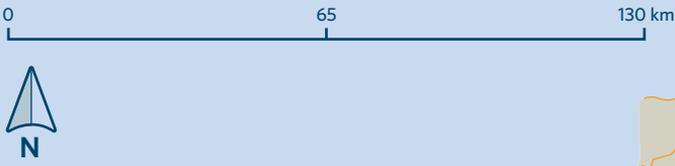
**26%**

SPEND  
TARGETING  
SAFETY



**INVESTMENTS**

-  Safety
-  Freight efficiency
-  Walking and cycling
-  Port
-  Key routes



SH6 Franz Josef to Fox Glacier Slow Vehicle Bays

Visiting Drivers Programme

Croesus Road Access Upgrade

SH7 Ahaura Bridge Replacement

SH73 Jacksons to Kumara Slow Vehicle Bays

GREYMOUTH

TIMARU

WEST COAST

On SH7, a key freight route from the north, it is proposed to replace the single-lane wooden Ahaura Bridge with a new two-lane bridge and realign the highway.

Upgrading this bridge is part of an overall programme of work to improve freight connections to enable HPMV and 50MAX vehicles to access the region's primary produce and get goods to markets in the most cost-effective and efficient way.

With the Department of Conservation and Buller District Council, the Transport Agency is developing a plan to improve parking and pedestrian access to the iconic pancake rocks and blowhole at Punakaiki, and with the Grey District Council, Development West Coast and MBIE to improve the transport link between Blackball township and the start of the Paparoa Track.

## **SAFETY**

In this NLTP period, \$134 million will be spent on maintenance and renewals along West Coast highways to improve both resilience and safety to support economic development.

Much of the work is focused on improving roads and roadsides at high-risk locations throughout the region.

Work will also focus on progressing the region's speed management plan to improve safety for both residents and visiting drivers.

## **WALKING AND CYCLING**

Support will continue for regional walking and cycling trails where there are opportunities to grow tourism and support the visitor economy.

This includes the Croesus Trail, 10kms of which forms part of the 55km track through the Paparoa mountain range, linking the villages of Blackball and Punakaiki. The Paparoa Track has been given Great Walk status, making it one of the premier outdoor experiences in New Zealand. It is the first new track to be added to the Great Walk network since it was setup in 1993 and the first to be built for both walkers and mountain bikers.

### **INVESTMENT HIGHLIGHTS**

- Replacement of the Ahaura Bridge to improve resilience of SH7 as a key freight route.
- \$134 million on maintenance of the local road and state highway network.
- Upgrade of connections to the Croesus Trail that links with the Paparoa Track.
- Almost \$1 million on LED lights in Buller and Grey districts to reduce energy and maintenance costs.
- Working with the Westland District Council to find a better resilience option for Franz Josef.

CASE STUDY

## SEEING THE LIGHT

Some sections of the West Coast's roading network are getting a brighter makeover due to investments being made by the Buller and Grey District Councils.

Together the two councils are investing a total of almost \$1 million in LEDs, the latest innovation in lighting technology.

Nationwide, the transition from traditional sodium lighting to LEDs involves some 360,000 road lights. The benefits of LEDs include:

- energy savings - they are cheaper to run
- extended life/reduced maintenance costs
- better light quality to improve safety.

LEDs used in New Zealand emit a neutral white light. Current research into light and road safety indicates this is the best and safest colour temperature for object recognition for road users.

Councils are being encouraged to switch to LEDs because of the long-term maintenance and energy savings through an 85 percent funding assistance rate (FAR).



# CANTERBURY



**\$1.7 BILLION**

FORECAST TOTAL CANTERBURY INVESTMENT

**\$828 MILLION**

FORECAST MAINTENANCE AND OPERATIONS

**\$176 MILLION**

FORECAST PUBLIC TRANSPORT INVESTMENT

**\$28 MILLION**

FORECAST WALKING AND CYCLING

**\$702 MILLION**

REGIONAL NETWORK IMPROVEMENTS

**17%**

SPEND TARGETING SAFETY

Safer and more resilient routes to cater for the growth in freight volumes and increasing tourist numbers remain the two biggest drivers for investment in the transport system throughout Canterbury.

As the region produces 57% of the South Island's GDP and is the main freight distribution centre for the south, freight is a significant source of road and rail traffic through the region. Freight carriers share the road network with a growing numbers of tourists who travel quite differently. While freight journeys are often time critical, tourists are less constrained, taking time to stop multiple times along the way. The region's network needs to cater for both types of journey.

Better access remains the greatest issue for Greater Christchurch as the city and neighbouring districts of Waimakariri and Selwyn continue to adjust to the change in growth patterns following the earthquakes earlier this decade.

During the next three years transport investment in Greater Christchurch will be focused on:

- completing construction of the Christchurch Southern Motorway and the Northern Arterial, providing better access from the south and north of the city for both commuters and freight
- progressing phase two of An Accessible City to realise the aspirations of the rebuilt city to provide safer and more convenient transport choices. This will include the upgrade of Hereford, High, Victoria and Montreal streets as part of supporting the central city rebuild. There are \$22m of projects in the NLTP for this work
- making progress on Christchurch's major cycleway network to provide safe, alternative travel choices
- planning safety and access improvements along Brougham Street.

Further north, investment in both the Kaikōura and Hurunui districts will remain focused on earthquake recovery and completing the rebuild of the state highway and the local road network.



## **FINISHING WHAT WE HAVE STARTED**

Stage two of the southern motorway – four-laning of SH1 from Rolleston through to Christchurch – is expected to be completed in early 2020. The Northern Corridor connecting the Waimakariri River through to QE11 Drive and Cranford Street is on schedule to be completed in 2019/20.

These two motorways will complete the Christchurch Motorways project, providing for safer travel to the north and south of the city (the first of the major state highway corridor upgrades – the Western Corridor – was completed in November 2017).

These three corridors provide better access for freight to and from the Christchurch International Airport, the Lyttelton Port of Christchurch and also to and from freight hubs in the southwest of the city, supporting economic growth of not only Canterbury but the wider South Island.

Encouraging heavy traffic away from suburban Christchurch streets will help make these communities safer for walking and cycling, and provide more efficient public transport services with improved travel times.

To the west of Christchurch, on SH73 to the West Coast, the realignment of Mingha Bluff in Arthur's Pass National Park is nearing completion, providing safer and improved access for freight between Canterbury and the West Coast.

## **IMPROVING SAFETY**

State highways 1, 73 and 75 have been identified as key corridors where there are a number of opportunities to implement a range of safety improvements. SH1, in particular carries high volumes of freight and tourists. The Transport Agency are planning a package of safety improvements along the highway, in particular from the Ashley River through to Belfast and from Ashburton south of the Rangitata River.

Safety improvements are also planned for SH73, which is under increasing pressure from growth to the west of Christchurch.

The new southern motorway will provide better access from the south through to Brougham Street (SH76), halving travel times from Rolleston through to Christchurch's central city and reducing deaths and serious injuries along SH1. As the main freight route from the inland ports at Rolleston, as well as the southwest industrial hubs through to Lyttelton Port, SH76 goes through a mix of residential suburban streets, retail hubs and semi-industrial estates. In 2018-21, work will continue on the detailed business case to look at how to make this route safer and more efficient to cater for the increased traffic volumes and also create safer walking and cycling opportunities for the local community and wider network south of Moorhouse Avenue.

Both safety and access to the Lyttelton Port of Christchurch will be improved with:

- the completion of the Lyttelton Tunnel deluge system – a sprinkler system to help reduce risk by preventing the spread of a fire
- completion of the alternative hazardous goods route over Evans Pass, from Sumner to Lyttelton, which has been closed since the 2011 earthquake.

These two projects will also build greater resilience into the connections between Christchurch and Lyttelton Port, critical for both fuel supplies for the South Island and access to export markets.

In Christchurch, the city plans to target improving the safety at the highest risk intersections as identified in the KiwiRAP top 100 list.

## **ACCESS**

During this NLTP, work will progress on the detailed business case to build a second bridge across the Ashburton River, and improvements to the corridor through neighbouring Tinwald.

Resilience and safety improvements are planned for Thompsons Track, including road widening and resealing. Three bridges over the Rangitata Diversion will be upgraded to unlock HPMV access on local roads in the area.

Further south, a number of bridges on key freight routes in Timaru will be upgraded to improve HPMV access, as well as realigning the Seadown and Meadows Roads intersection to both improve safety and provide better access to the industrial zones at Washdyke.

In Tekapo, work will begin on implementing the tourist town's Transportation Strategy: improving walking and cycling facilities and traffic management.

In Greater Christchurch, the completion of the Christchurch Southern Motorway in 2020, requires a number of safety and access improvements within the Selwyn district. This work includes intersection upgrades in Prebbleton and Rolleston. In Rolleston, additional footpaths will be installed in the town centre as part of implementing the town's walking and cycling strategy.

Building better connections to Rolleston's industrial zone are planned to ensure reliable access between the inland ports and both Timaru and Lyttelton Ports.

## **IMPROVING CYCLE FACILITIES**

Further co-investment is planned during the 2018-21 NLTP on Christchurch's 13 major cycleway routes to help complete the safe, easy to use network of cycleways connecting the city's suburbs to the central city and linking with local cycleways. About half the cycleways have now been built.

The Heathcote Expressway and Quarryman's Trail will be completed early in this NLTP period, while work is expected to begin on both the Nor'West Arc and Southern Lights cycleways. Investigation and design work will continue on the South Express, Avon-Ōtākaro and Ōpāwaho River routes ready for construction to begin either towards the end of this three-year period or in 2021-24.

It is expected that \$28 million will be invested in walking and cycling in Christchurch in the 2018-21 NLTP.

## **ENHANCING PUBLIC TRANSPORT SERVICES**

Work will continue in 2018-21 to look at the future expansion of the region's public transport network, including growth in network capacity and the frequency of services, during the next 30 years. In particular, the focus will be on the routes to the north and southwest to manage growth in these areas, by providing cost-effective and efficient alternatives to private car use.

Capacity on the existing highway network will be quickly absorbed and those living to the north and south of Christchurch will need to consider how they move about and look to use alternative travel modes to the private car.

There are service improvements to the public transport network being progressed including:

- investigating the Christchurch network to make it more responsive to customer needs by developing a core network with high frequency and connector routes. As an example, a demand response trial in Timaru will look at opportunities to make more effective use of technology in the network
- providing better real-time information for the customer
- further investigation into a more streamlined national integrated ticketing programme.

In support of the network improvements, the Christchurch City Council will be looking to improve interchange hubs at Shirley and Eastgate key activity centres.

## **MAINTAINING THE NETWORK**

Keeping the land transport system well maintained and safe is a large part of the annual investment from the National Land Transport Fund in the Greater Christchurch area. This money ensures the transport system is safe, reliable and easy to use, helping to keep communities connected and supporting economic growth.

During the 2012-18 NLTP period, \$426 million has been allocated for local roads and \$402 million for state highway maintenance and renewals within the Greater Christchurch area. This represents a significant lift in maintenance for the transport network.

## **ENVIRONMENT**

Canterbury remains committed to improving the environment, with all councils throughout the region planning to invest in additional LED lighting during this NLTP period. Christchurch city is planning to spend \$25 million to complete the transition of the city's streetlights to LED, recognising the significant cost and environmental benefits of LED lights.

## INVESTMENT HIGHLIGHTS

- Progressing the An Accessible City programme to deliver on Christchurch's aspirations of a cycle and pedestrian friendly city centre.
- Continuing to expand the cycleway network in Christchurch.
- Completion of the Christchurch Motorways project, the Christchurch Southern Motorway and Northern Arterial.
- Investigation and improvements of the public transport network in Christchurch and Timaru.
- Safety improvements on State Highway 1 to reduce deaths and serious injuries.
- Completion of the installation of the Lyttelton Tunnel deluge system.
- Strengthening bridges throughout the region to open up more of the network for HPMVs.

### CASE STUDY

#### CENTRAL CITY AS ACCESSIBLE

The 30-year programme involves five phases, and during the next three years, phase 2 will deliver transport improvements on Victoria, High and Hereford streets, making these more attractive places for driving, public transport, walking or cycling.

The programme is part of the An Accessible City transport improvements planned after the 2010 Canterbury earthquake to support people and businesses to move back into the city centre.

The earthquake provided opportunities to better manage traffic in the city centre to ease congestion, encourage fewer single occupancy vehicle trips, and to make the use of buses and walking and cycling, safer and easier for people. Other programmes, such as the development of the major cycleway network and review of the public transport network, will be critical to connecting the central city with the greater Christchurch area.

Delivering An Accessible City involves the people of Christchurch, local government and central government, including the Transport Agency. The community had significant input through the Share An Idea campaign that attracted more than 100,000 responses in 2011. People wanted less traffic in the central city, greener and more people friendly spaces, and slow streets with reduced speed limits.

Phase one of the transport programme included a cost-share agreement between the council, the Crown and the Transport Agency. Investments in phase two, and future phases, will be through the NLTP helping to create more attractive and liveable central city.



# CHATHAM ISLANDS



A total of \$14 million will be invested in the Chatham Islands through the NLTP during 2018–21. Of \$3.2 million set aside for improving local roads, almost \$1 million will be spent to replace the single-lane Waikato Bridge that provides access to Chatham Islands Airport. This is a key lifeline route for the island, used by ambulances for emergency flights to New Zealand and for high-value seafood exports for air freight. The ageing timber structure has a weight restriction and will be replaced by a new twin-box culvert, improving the resilience of the route. A further \$10.5 million will be invested over 2018–21 to operate and maintain existing roads on the Chatham Islands.

# OTAGO/SOUTHLAND



**\$986 MILLION**

FORECAST TOTAL  
OTAGO/SOUTHLAND  
INVESTMENT

**\$542  
MILLION**

FORECAST  
MAINTENANCE  
AND OPERATIONS

**\$89  
MILLION**

FORECAST  
PUBLIC  
TRANSPORT  
INVESTMENT

**\$56  
MILLION**

FORECAST  
WALKING  
AND CYCLING

**\$289  
MILLION**

REGIONAL  
NETWORK  
IMPROVEMENTS

**22%**

SPEND  
TARGETING  
SAFETY

Safe, reliable and resilient access to remote communities and farming, forestry and tourism, is important to encourage economic growth and prosperity in the Otago and Southland region.

Investment through this National Land Transport Programme (NLTP) recognises the importance of a regional land transport system that is safe, well-connected and resilient to get goods to market and to maintain the growth in tourism.

In urban areas, investments will encourage a shift from the use of private vehicles towards public transport and active options, eg walking and cycling, as travel choices. The shift will support health outcomes for people at risk from obesity, heart disease and diabetes, and contribute towards Government initiatives for a cleaner environment.

This investment will also provide safe and improved access to schools, employment and goods and services that have great social and economic benefits, as well as contributing to creating a liveable urban environment that attracts more people to live, work and study in Otago/Southland.

Ensuring greater value for money from transport investments made in Otago and Southland is also a priority.

The Transport Agency will work with its key partners in local government, the tourism and farming sectors and with other stakeholders to deliver its key objectives.

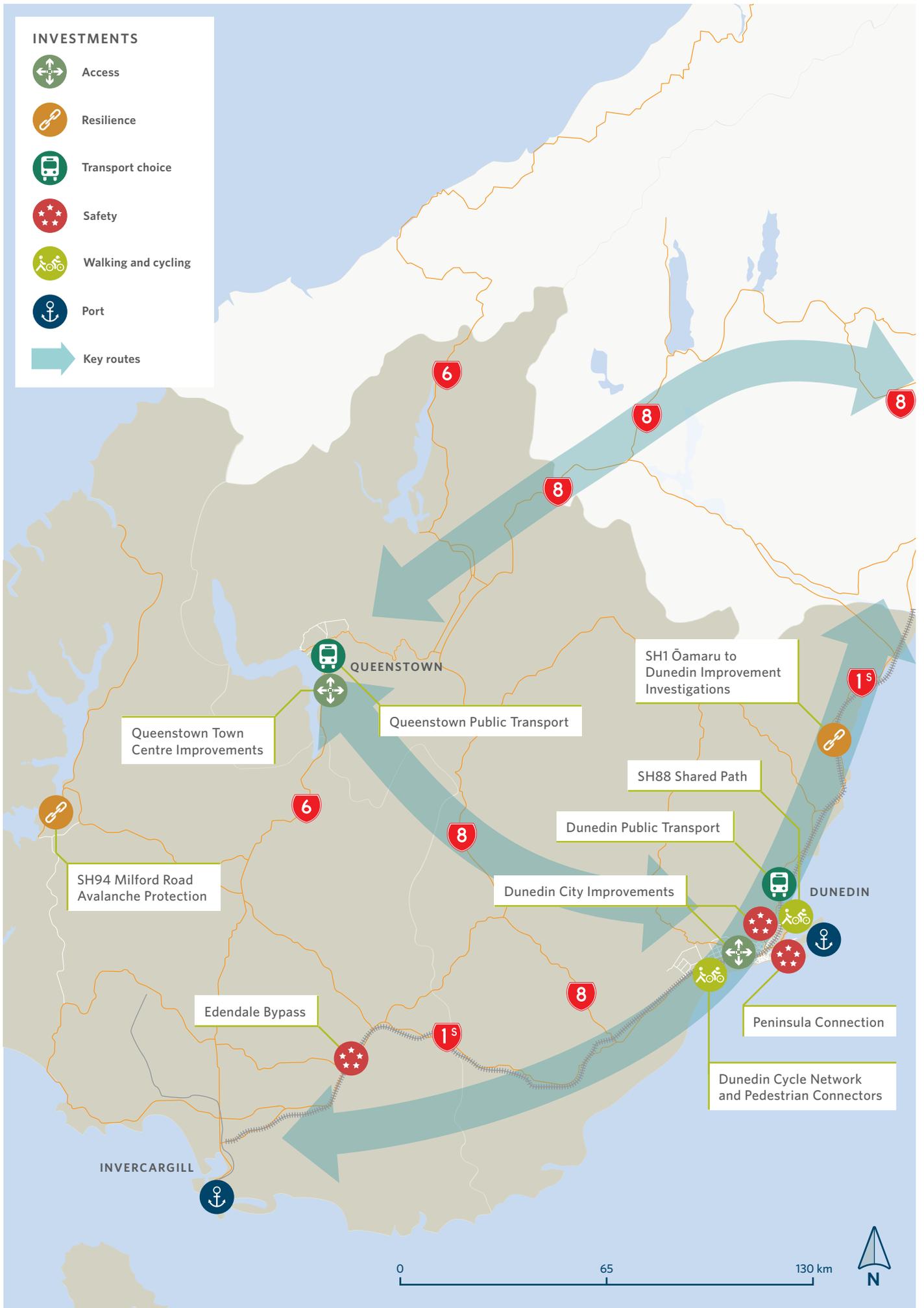
During the 2018-21 NLTP period, \$342 million has been allocated for local roads, and \$200 million for state highway maintenance and renewals in Otago and Southland.

## DUNEDIN

Connecting Dunedin will continue to coordinate the delivery of Dunedin's transport system. This partnership between the Dunedin City Council, Otago Regional Council and the Transport Agency will ensure the city is well placed to respond to changing mobility demands from people, and provide safer and better integrated public transport, and walking and cycling networks.

**INVESTMENTS**

-  Access
-  Resilience
-  Transport choice
-  Safety
-  Walking and cycling
-  Port
-  Key routes



The Dunedin bus hub, a joint Otago Regional Council and Transport Agency project in the city's CBD, is expected to open in November 2018. The one service point in the central city will provide better connectivity and make it easier for people, particularly for those who are less frequent passengers on public transport, to use buses as a travel option. The location of the bus hub to the site of the new Dunedin Hospital will also help with accessibility and reducing traffic.

The \$7 million one-way system separated cycle lanes project through central Dunedin will also be completed late in 2018. This project will increase safety for cyclists and other users of this busy route. It will complement the rest of the Dunedin transport system and help grow cycle connections in the central city.

For example, cycling will be supported by further work on the Dunedin City Council's Central City Cycle Network project that includes a cycle bridge over Water of Leith, and connecting with the SH88 shared path to Port Chalmers. The project also provides a route through the industrial area to Portsmouth Drive and via the rail corridor to Anzac Avenue in front of Dunedin's rail station. The \$7.8 million project, jointly funded by the Transport Agency, is designed to improve access and safety for cyclists. A new harbour cycle and pedestrian connection is planned to link Queens Gardens and the Harbourside area, improving accessibility to and from the central city. It will be a catalyst for future development.

Construction will continue on the next stages of the Dunedin City Council's Portobello Road improvements. This Peninsula Connection project widens the road from Vauxhall to Portobello, improving safety and delivering a shared path for cyclists and walkers. Low-lying sections of the road will be raised to protect against rising sea levels.

The roll-out of all-direction pedestrian crossings at several CBD intersections will be completed during this NLTP. The project is jointly funded by Dunedin City Council and the Transport Agency. The crossings increase safety in the inner city. The risk of fatal and serious injuries to pedestrians is higher in Dunedin than in other cities of a similar size. Safety and accessibility projects are also planned for the central business district and tertiary precinct.

Significant progress will be made to complete improvements on SH88 between Dunedin and Port Chalmers. This includes highway safety improvements and the final five-kilometre-long section of the separated shared path for walkers and cyclists. Work on the shared path will start in 2019 and take three years.

## **QUEENSTOWN**

The Transport Agency is taking a multi-agency approach to manage transport opportunities and growth challenges in Queenstown, reflecting the town's rapid expansion as a holiday destination and lifestyle choice.

Investigations are looking at various transport improvements within the town centre, to meet projected increases in the population and visitors. Consideration is being given to activities that will improve access and public transport efficiency, such as bus priority measures; a new public transport hub; pedestrianisation of the town centre; new on-road/off-road shared walking/cycling opportunities; and a range of public transport improvements, including water ferry services where feasible.

The Transport Agency and local transport partners – Queenstown Lakes District Council, Otago Regional Council and Queenstown Airport Corporation – are working together to better align land use and transport planning, and looking at how to develop and deliver transport options that support land use development and reduce reliance on private vehicles.

Queenstown's tourist economy will be supported through rockfall protection work at nearby Nevis Bluff on SH6 to reduce the risk of closure of this vital tourism corridor.

## **SAFETY IMPROVEMENTS**

The Transport Agency, together with its partners, will improve safety for all road users, including visiting drivers, in Otago and Southland.

Upgrades include installing wide centrelines and audio tactile pavement markings (rumble strips), corner chevron signage, wire rope barriers and pull-off areas, building on recent investment to improve safety.

On SH1 between Ōamaru and Dunedin, planning work will continue on a major programme of safety measures including the installation of roadside barriers and wider centrelines to help prevent head-on crashes. Between 2007 and 2016, 30 people died and 112 were seriously injured in crashes on this section of highway.

In the Catlins coastal area east of Invercargill, the Haldane-Curio Bay Road safety improvements are being completed. The upgrade has the potential to unlock more of the area's tourism potential, creating new business and job opportunities. The \$7 million project is jointly funded by the Southland District Council and the Transport Agency. Work includes sealing a busy gravel road, and better access to visitor attractions along a route popular with tourists. Historically, this narrow gravel road has had a high crash rate involving visitor drivers.

## **REGIONAL DEVELOPMENTS**

Climate change is affecting the resilience of the region's land transport system as a freight corridor and reliable connectivity of its communities. Coastal erosion along SH1 at Katiki Beach between Palmerston and Ōamaru is being monitored and a long-term solution is being developed. Improvements to protect sections of SH1 prone to flooding and erosion between the Waitaki River and Dunedin are also being developed.

The Milford Rockfall/Avalanche Protection programme will investigate improved ways to reduce the risk of closure from rockfalls and avalanches on SH94 between Te Anau and Milford Sound, one of New Zealand's premier tourist corridors. Investigations include relocating the existing visitor stopping area on the eastern side of the Homer Tunnel and the installation of high velocity catch fencing.

Greater use will be made of digital technology to provide people with up-to-date travel information to enable people to better plan safe and reliable journeys.

Work is accelerating to replace existing Otago/Southland local authority and state highway lighting with LED lights, which are better value for money and deliver positive environmental outcomes.

The realignment of SH1 at Edendale in Southland is scheduled to open in 2020. The project will provide a safer and healthier environment for residents of the township by reducing highway traffic noise and vehicle emissions, and improving access for the community.

Investigations will continue during the next three years into Otago's public transport networks. These will focus on opportunities to expand the network, increase capacity and the frequency of services, and the use of new technology to make public transport a more attractive travel option. This, along with the investment in walking and cycling networks and travel behaviour change programmes, will provide safe and convenient alternatives to motor vehicles as travel choices in Dunedin and the high growth area of Queenstown Lakes area.

### **INVESTMENT HIGHLIGHTS**

- Improved network integrated with the hospital development planning in Dunedin.
- Progression on detailed business cases for Queenstown and developing a multi-modal approach to keeping Queenstown moving.
- Planning for improved safety on SH1 between Ōamaru and Dunedin.
- Continuing the expansion of Dunedin's cycleway network, including completion of the SH1 separated cycle lanes.
- Completion of the Edendale Bypass to improve safety.
- Planning for improved safety and resilience on SH94, the key tourist route to Milford Sound.



#### CASE STUDY

### **WORKING TOGETHER TO BUILD A TRANSPORT SYSTEM**

The establishment of the Queenstown Transport governance group has been described as ‘the single best move to address Queenstown’s growth problems’ by the partners.

A partnership between the Transport Agency, Queenstown Lakes District Council, Otago Regional Council and Queenstown Airport, the Governance Group has worked to identify and address the transport issues facing New Zealand’s tourist mecca.

Through collaboration, the group has made significant progress to improve traffic flows and reduce congestion in and around Queenstown through improved network capacity, a new \$2 fare subsidised bus service, and the use of technology, such as the Choice app.

There is also an agreed future approach for the next phase of work, focused on the Frankton area and Queenstown’s central city. The group is already thinking about the town’s needs in 2050.

The partners agree that what has been achieved would not have been possible without a coordinated approach and looking at the whole transport system, including walking and cycling, and even how to move people around using Lake Wakitipu – ‘the great free highway that requires no maintenance’.

Gondolas and monorails are also being discussed. In 20 to 30 years’ time, these may well be the most logical solution to manage congestion and move people around in an area that is constrained by the region’s geography.