

SECTION B  
INVESTMENT  
SUMMARY



# PROGRESS ON THE 2015-18 NATIONAL LAND TRANSPORT PROGRAMME

## 2015-18 NATIONAL LAND TRANSPORT PROGRAMME

The 2015-18 National Land Transport Programme contains all land transport activities, including public transport, road maintenance and improvement, and walking and cycling activities, that the NZ Transport Agency expects funding over the period.<sup>1</sup> The three-year programme represents a \$13.9 billion investment by the Transport Agency from the National Land Transport Fund, by local authorities, and by the Government through Crown investments and loans in New Zealand's land transport system.

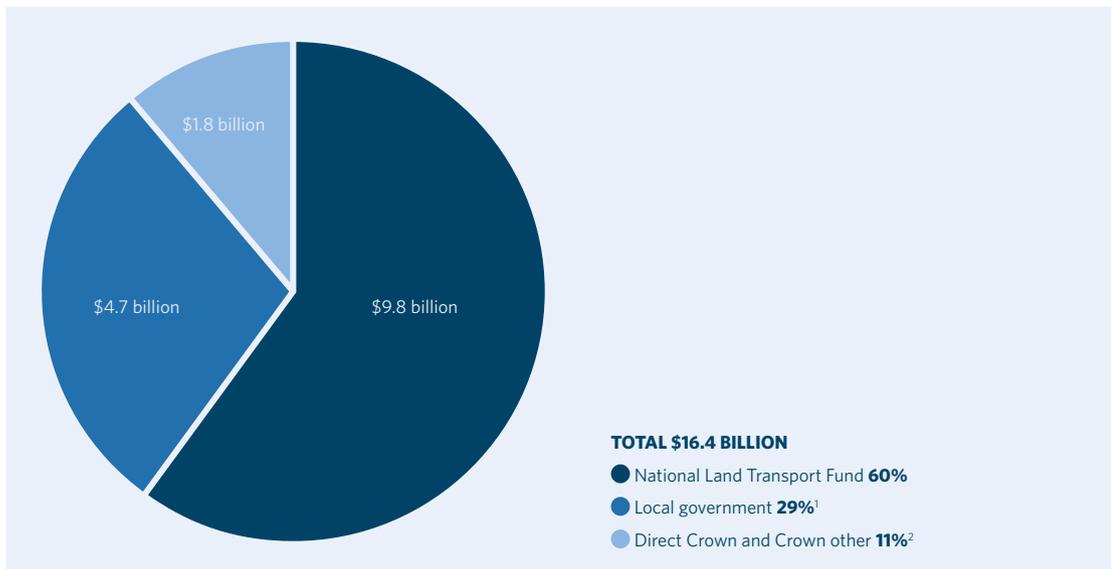
The programme focuses on four themes, reflecting the strategic direction set by the Government Policy Statement on Land Transport and underpinned by the continued focus on value for money:

- encouraging economic growth and productivity
- making journeys safer
- shaping smart transport choices
- effective and resilient networks.

### Estimated total public sector investment

Estimated total investment in the land transport system over the 2015-18 National Land Transport Programme, shown in figure 1, is \$16.4 billion. Of this, \$9.8 billion is from the National Land Transport Fund. A total of \$4.7 billion comes from local government investment through the National Land Transport Programme as well as unsubsidised spending (for example, works paid for by local rates). Direct Crown funding, including \$226 million for the Accelerated Regional Transport Programme and the Urban Cycleways Programme, and investment by the Government in rail and other transport initiatives, makes up \$1.8 billion.

FIGURE 1 – SUMMARY OF ESTIMATED TOTAL PUBLIC SECTOR INVESTMENT IN LAND TRANSPORT OVER 2015-18



<sup>1</sup> Includes subsidised and unsubsidised estimates of expenditure.

<sup>2</sup> Includes Crown spending on the Accelerated Regional Transport Programme, concessionary payments for the SuperGold card, funding for the Crash Analysis System and the Urban Cycleways Programme. Other refers to investment in rail, estimates of spending by the Ministry of Education on school buses and ACC outlays on 'conveyance for treatment'.

## USE OF THE NATIONAL LAND TRANSPORT FUND AGAINST PLAN

Overall National Land Transport Fund investment at \$3.3 billion in 2015/16 was 4 percent below the planned level in the published National Land Transport Programme. While expenditure was above or below plan in several activity classes, total investment over 2015-18 is expected to be very close to the published \$13.9 billion.

Above-plan expenditure in state highway improvements continued the momentum of the 2012-15 programme on the Roads of National Significance and other state highway projects. These projects are being advanced with funding freed up from lower spending in other activity classes. They will have a positive impact on road safety and resilience and New Zealand's economic growth and productivity.

Expenditure in state highway maintenance was below plan, reflecting lower input costs, for example from falling oil prices,<sup>2</sup> optimisation of the Transport Agency's renewals programme (the good condition of the road network means high cost renewals can be delayed to later years), and fewer events requiring emergency works funding. Overall, planned levels of service have been maintained at lower cost, freeing up funds for investment in other activity classes.

Regional improvements is a new activity class in the 2015-18 National Land Transport Programme, which aims to progress important roading infrastructure outside metropolitan areas. Regional improvements expenditure for 2015/16 was below plan, reflecting the time and effort required to establish and develop these projects. However, as construction activity increases over the next two years, the Transport Agency is confident that funds applied to regional improvements will be close to plan at the end of the National Land Transport Programme.

Expenditure in local road improvements was below plan despite forecasts by local authorities well above the published National Land Transport Programme. It appears the focus of many local authorities has shifted from road improvements to other priorities. The Transport Agency will work more closely with local authorities to improve the level of investment over the next two years.

Above-plan expenditure in walking and cycling improvements was driven by the successful delivery of state highway walking and cycling projects with strong support from local authorities and increased investment in cycling from the National Land Transport Fund (under the Urban Cycleways Programme). Expenditure from the Urban Cycleways Fund, a Crown fund established by the Government to accelerate urban cycling projects, was below plan for 2015/16, but is expected to increase over the next two years.

More detail on these variations is provided under the use of the National Land Transport Fund (page 201).

## DELIVERING ON THE GPS OUTCOMES

When developing the 2015-18 National Land Transport Programme, the Transport Agency estimated the proportion of planned total expenditure (from the National Land Transport Fund, local government and the Crown) across three groups of outcomes that support the direction in the Government Policy Statement on Land Transport:

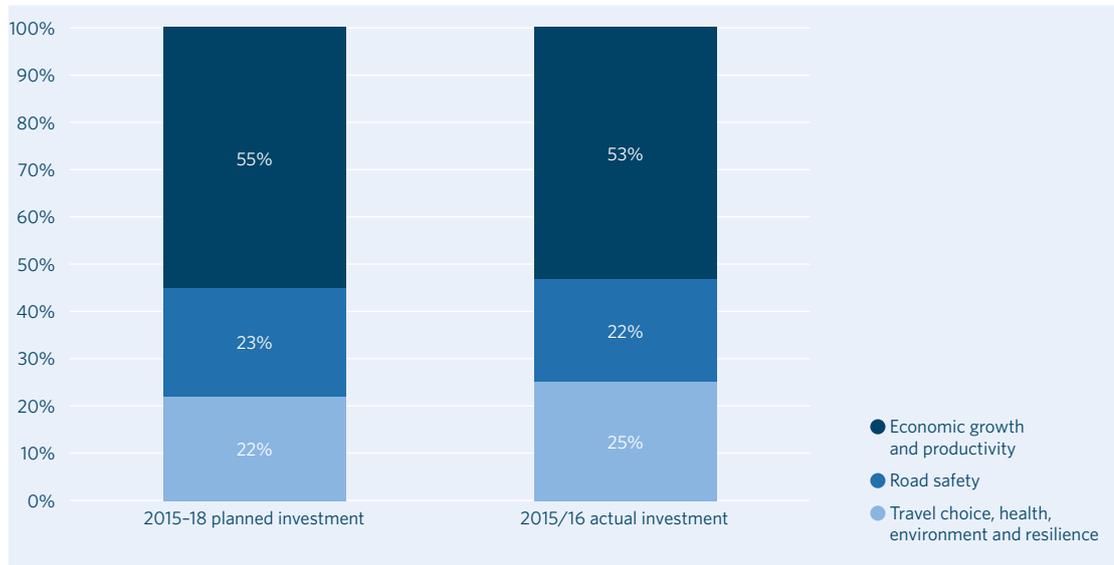
- economic growth and productivity
- road safety
- travel choice, health, environment and resilience.

Despite the National Land Transport Fund expenditure variations, the proportion of outcomes invested in during 2015/16 is very close to the published National Land Transport Programme (see figure 2).

More detail on investments that have contributed to these outcomes is provided in the regional highlights (pages 207-232).

<sup>2</sup> Refer to operating assumptions in appendix 1 of the Transport Agency annual report, page 174.

**FIGURE 2 - 2015-18 NATIONAL LAND TRANSPORT PROGRAMME PLANNED INVESTMENT AND 2015/16 ACTUAL INVESTMENT IN TARGETED OUTCOMES**



### Economic growth and productivity

Around 53 percent of National Land Transport Programme expenditure contributed to economic growth and productivity outcomes in 2015/16, close to the planned 55 percent across the three years of the National Land Transport Programme.

A wide range of transport activities support New Zealand's economic growth and productivity. State highways and local roads, in particular, by providing access to markets, employment and business areas.

Under the Roads of National Significance programme, interregional state highway journeys that are critical to supporting exports, freight and tourism progressed, including the Waikato Expressway, the Wellington Northern Corridor and the Christchurch Northern Corridor. These projects and Ara Tūhono – Pūhoi to Wellsford contributed to the upgrade of strategic freight routes that will improve the safety and efficiency of the main road connections between freight destinations. Considerable planning effort was applied to investigating the transport issues and needs of other interregional routes through the North and South Islands to inform the 2018-21 National Land Transport Programme.

Investments in the state highway and local road network also enabled the uptake of high productivity motor vehicles (including 50MAX), with 32 percent of all heavy truck trips undertaken by these safer, cleaner vehicles. Through the Transport Agency's partnership with KiwiRail, development began on a framework to improve the integration of the road and rail networks.

State highway projects in the Crown-funded Accelerated Regional Transport Programme progressed as planned, and investment began this year in the new regional improvements activity class. Residual funds in the legacy R funds scheme (regionally distributed funds collected from fuel excise duty and road user charges between 2006 and 2015) are also being applied to regional improvement projects with a focus on Gisborne, Hawke's Bay, Manawatū-Whanganui, West Coast and Southland. Nelson's R funds are intended to be spent in the 2018-21 National Land Transport Programme.

Projects under the Accelerated Auckland Transport Programme continued, and the Transport Agency focused on responding to Auckland's population growth through the delivery of key transport projects, such as the Waterview Tunnel, and through participation in major planning initiatives. The Transport Agency supported the development of plans for the Auckland Transport Alignment Project and Transport for Future Urban Growth - initiatives that aim to meet the future transport needs of the rapidly growing city and require strong collaboration between central and local government.

Emergency works to reinstate transport infrastructure damaged in the Canterbury earthquake and subsequent aftershocks are drawing to a close in this National Land Transport Programme. The National Land Transport Fund contributed just over \$50 million in 2015/16, with a further \$23.5 million from Crown debt funding that will be repaid from the National Land Transport Fund. The Transport Agency supported growth in Christchurch by delivering the Christchurch Roads of National Significance programme and is funding an increased programme of local authority maintenance and improvement activities.

The Government Policy Statement on Land Transport notes the importance of maintaining state highways and local roads while improving returns from road maintenance expenditure. The funding allocated to road maintenance programmes is guided by the One Network Road Classification system. This classification system will assist in directing investment to where it is needed most to achieve the right level of service for each road classification, based on robust evidence in business cases. This approach is driving efficiencies in road maintenance programmes, with savings expected on the state highway network over the 2015-18 National Land Transport Programme.

### **Road safety**

Approximately 22 percent of National Land Transport Fund expenditure contributed to road safety outcomes in 2015/16, close to the planned 23 percent across the three years of the National Land Transport Programme. While this proportion is similar to the 2012-15 National Land Transport Programme, the larger size of the 2015-18 programme means that a \$550 million increase in funding is being applied to achieve road safety outcomes over the three years. This investment remains critical to supporting a reduction in the number of deaths and serious injuries on our roads, which have increased during the last two years.

Infrastructure improvements delivered by the Transport Agency and local authorities under the Safer Journeys Action Plan 2016-2020 continue to focus on creating safer roads and roadsides. These activities range from major roading projects such as the Waikato Expressway to urban intersection improvements to low-cost improvements such as rumble strips.

The ongoing maintenance of roads and their safety features is a high priority within state highway and local road maintenance programmes. Low expenditure in local road improvements could mean some safety initiatives are not delivered as expected. However, much of local authorities' safety-focused activity under the National Land Transport Programme is delivered through their minor improvements programmes and expenditure in these programmes was 97 percent of the published National Land Transport Programme.

Investment in cycling also aims to increase the safety of users through better cycle networks and by encouraging more people to ride bicycles more often and all road users to share the road.

The Road Policing Programme is a cornerstone of maintaining and improving road safety. Considerable effort was made leading into the 2015-18 National Land Transport Programme to ensure that the Road Policing Programme had a clear focus on reducing deaths and serious injuries from road crashes in a way that provides value for money, for example, by exploring greater use of technology and innovative ways of working.

Investment in road safety promotion focuses on improving road user behaviour through advertising, education and promotion. The Transport Agency continues to influence behaviour according to the Safe System principles, including safe speeds and safe road use. While some targeted and collaborative initiatives are being delivered through the country, opportunities need to be explored to develop a more coordinated and effective approach to road safety promotion for the 2018-21 National Land Transport Programme.

### **Travel choice, health, environment and resilience**

Around 25 percent of National Land Transport Fund expenditure contributed to travel choice, health, environment and resilience outcomes in 2015/16, slightly more than the planned 22 percent across the three years of the National Land Transport Programme.

Projects delivered under the walking and cycling improvements activity class, for example, have provided more and better facilities and improved the safety of users, contributing to travel choices and health in urban areas.

Investment in public transport continued to implement the Public Transport Operating Model, a new framework for the provision of urban bus and ferry services. The model aims to provide a more competitive market place for public transport services and to optimise how services are delivered to maximise their effectiveness and efficiency.

In public transport infrastructure, investment focused on supporting more efficient and attractive public transport networks, especially in Auckland. Key public transport projects started in 2015/16 include Auckland's Otahuhu bus interchange and an upgrade to the Half Moon Bay ferry terminal. Public transport patronage grew 2.6 percent over the year, driven largely by rail patronage growth in Auckland and Wellington.

Resilience is an outcome that occurs from a wide variety of activities delivered this year, including:

- joint traffic operations centres that provide traffic flow resilience by optimising the useful capacity of busy and congested networks
- maintenance and renewal activities that ensure critical links such as bridges and road surfaces are resilient for journey reliability
- enforcement of heavy vehicle axle weights that protect pavement and structural integrity and provide journey resilience
- activities that improve resilience by proactively preventing or mitigating the impact of damaging events, for example, river bank protection works
- activities that provide or improve alternative routes, for example, the Saddle Road alternative to Manawatū Gorge (State Highway 3), and the Western Ring Route as a strategic alternative to State Highway 1 in Auckland.

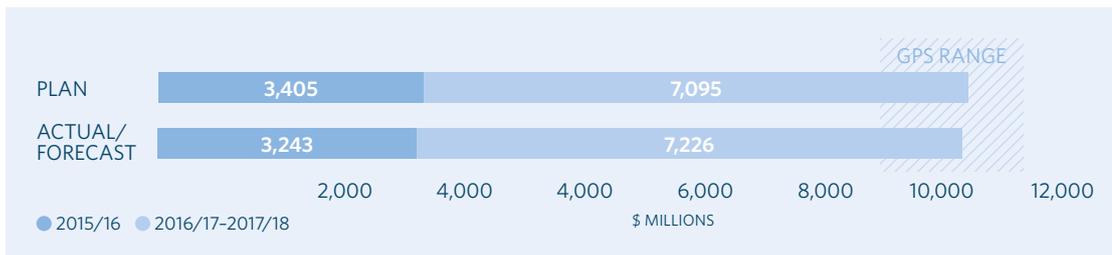
Analysis of the road improvement activities in the 2015-18 National Land Transport Programme showed that while only 2 percent of projects targeted resilience as a primary outcome, 52 percent identified resilience as a secondary outcome.

All land transport activities are planned and delivered in a way that considers the surrounding environment and to mitigate adverse effects. Improved environmental outcomes can also result from investment in public transport, freight productivity, easing congestion and improving journey-time predictability and making cycling a safer and more attractive transport choice and from transport projects that make our cities more accessible, safe and easy to live in.

# USE OF THE NATIONAL LAND TRANSPORT FUND

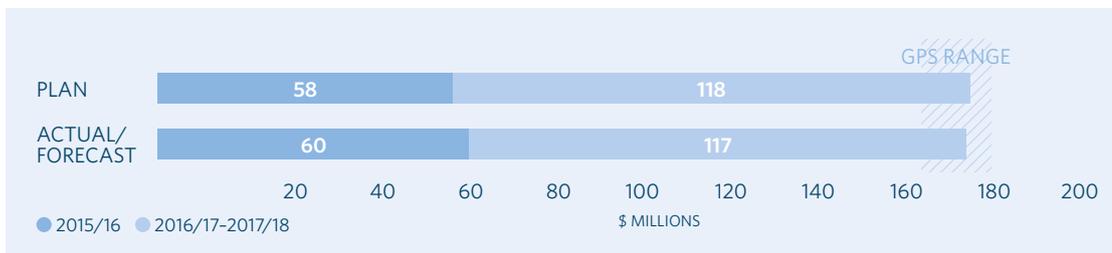
Following are the investments made from the National Land Transport Fund for the year to 30 June 2016 against the planned level of funds allocation in the published 2015–18 National Land Transport Programme.<sup>3</sup> These figures do not account for National Land Transport Programme funds contributed by local authorities or other sources, including Crown grants and loans and repayment of Crown loans is included. Additionally, the figures take a cash perspective on the use of funds and exclude non-cash items such as depreciation and book value movements.

## OVERALL USE OF THE FUND



Overall, the use of the National Land Transport Fund at the end of 2015/16 was 95 percent of the planned 2015/16 expenditure in the published National Land Transport Programme. By the end of the 2015–18 programme, National Land Transport Fund expenditure is expected to be very close to the published \$10.5 billion.

## USE OF THE FUND BY ACTIVITY CLASS

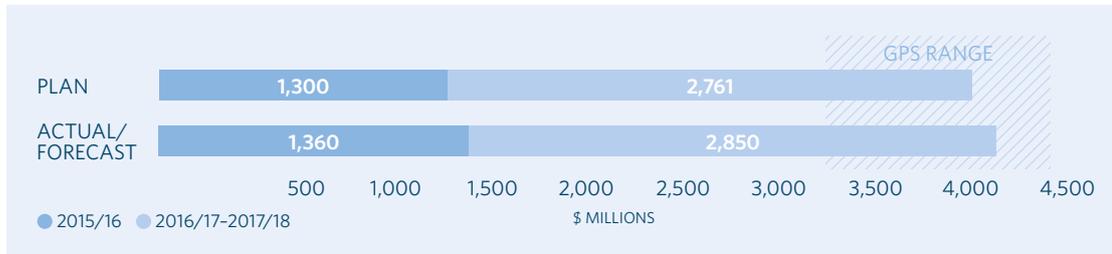


### Investment management

Funding applied to investment management activities at the end of 2015/16 was 6 percent above the expenditure in the published National Land Transport Programme. This is due to transport planning activities, which surged ahead this year as resources were directed to planning for Auckland’s growth, developing interregional programme business cases to support regional economic development, and progressing the Road Efficiency Group’s work to improve activity management planning. Transport planning work is expected to ease back over the next two years with the spend slightly ahead of plan by the end of the National Land Transport Programme, but still within the funding range in the Government Policy Statement on Land Transport.

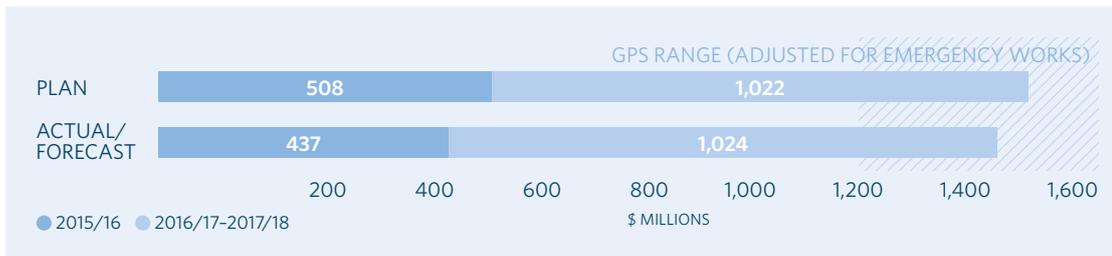
<sup>3</sup> Available at [www.nzta.govt.nz/planning-and-investment/2015-18-national-land-transport-programme/](http://www.nzta.govt.nz/planning-and-investment/2015-18-national-land-transport-programme/)

### State highway improvements



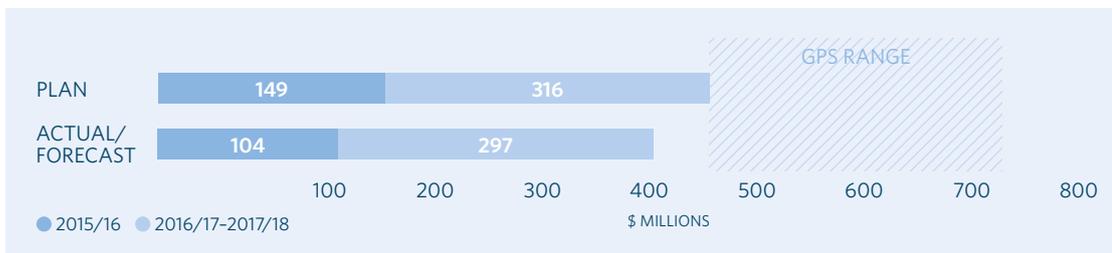
Funding applied to state highway improvements in 2015/16 was 4 percent above the amount in the published National Land Transport Programme, reflecting good momentum delivering major state highway projects, including the Roads of National Significance. For the remaining two years of the programme, funding freed up from lower than planned spending in other activity classes is being directed to high-priority activities in this activity class, and expenditure is expected to be around 3 percent higher than planned.

### State highway maintenance (excluding emergency works)



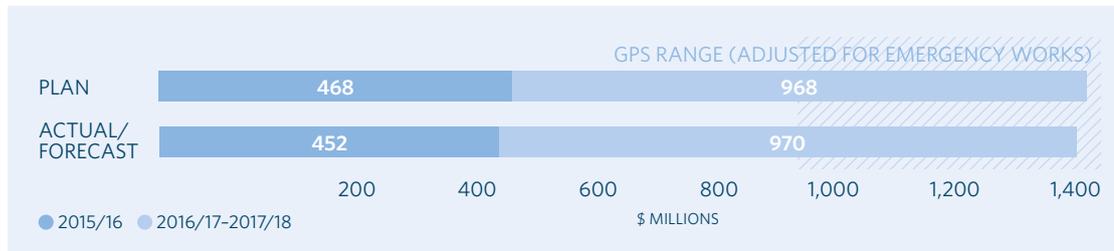
Expenditure on state highway maintenance at the end of 2015/16 was 14 percent below the expenditure in the published National Land Transport Programme. This is largely the result of optimising the timing of high cost renewal activities (the good condition of the road network means renewals can be delayed to later years), efficiencies gained through network operating contracts and lower input costs, especially oil prices. While the use of funds is expected to be higher in the next two years, the forecast assumes that savings from this year will be carried through to the end of the National Land Transport Programme.

### Local road improvements



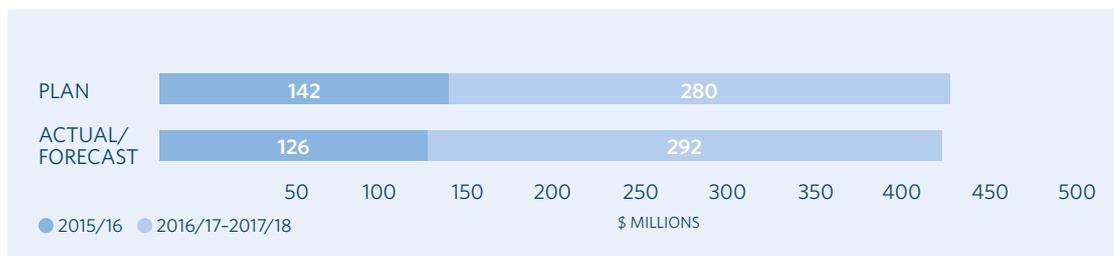
Expenditure on local road improvements at the end of 2015/16 was 30 percent below the expenditure in the published National Land Transport Programme. Toward the end of the 2012-15 programme, local government funding for road improvements dropped substantially, due to increased focus on other priorities such as three waters infrastructure and, in Auckland, the City Rail Link. Because of this lower spend, the funding allocation for 2015-18 was set at the bottom of the Government Policy Statement range. Some ground should be made in the next two years as large projects in Auckland and Christchurch progress. Current forecasts of funding requirements from local authorities exceed the Government Policy Statement minimum, but based on historic expenditure, gaining momentum to spend within the range will prove challenging.

### Local road maintenance (excluding emergency works)



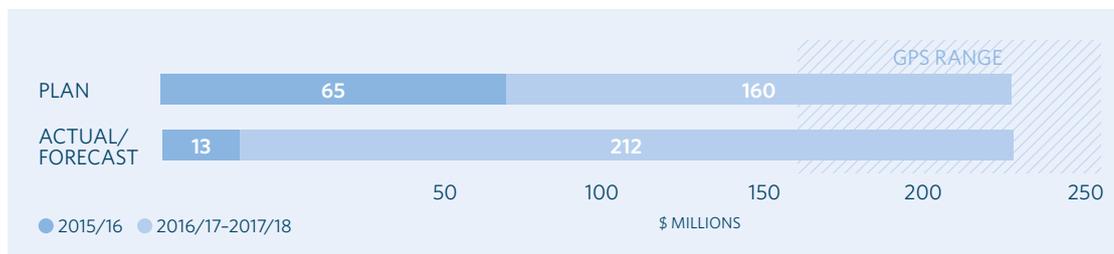
Funding applied to local road maintenance were 3 percent below the amount published in the National Land Transport Programme, reflecting lower input costs and procurement efficiencies. Most 2015/16 savings are expected to carry through to the end of the programme. However, a new methodology for assessing the impact of dust from unsealed roads on people’s wellbeing could lead to an increase in local authorities’ spending on maintenance programmes to introduce dust mitigation.

### Emergency works on state highways and local roads



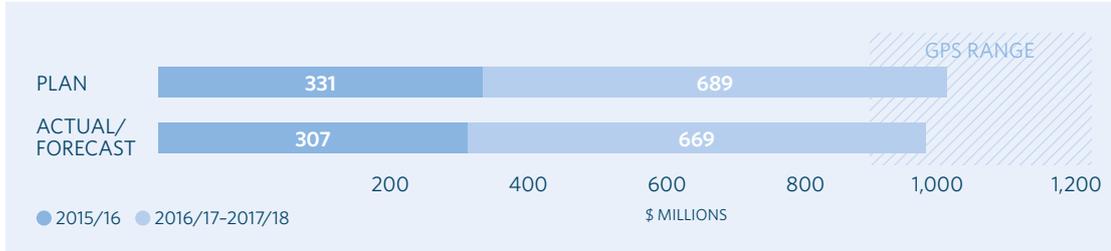
Emergency works expenditure at the end of 2015/16 was 12 percent below the expenditure published in the National Land Transport Programme because the impact of emergency events was lower than expected. Local road claims were above the provision made in the National Land Transport Programme by around \$11 million, mainly due to the June 2015 Whanganui-Taranaki floods. State highway expenditure, at around \$25 million, was the lowest level of emergency works expenditure for 10 years. While some state highways were affected by the Whanganui-Taranaki floods, elsewhere in the country expenditure was lower than expected in part, because of a prolonged summer.

### Regional improvements



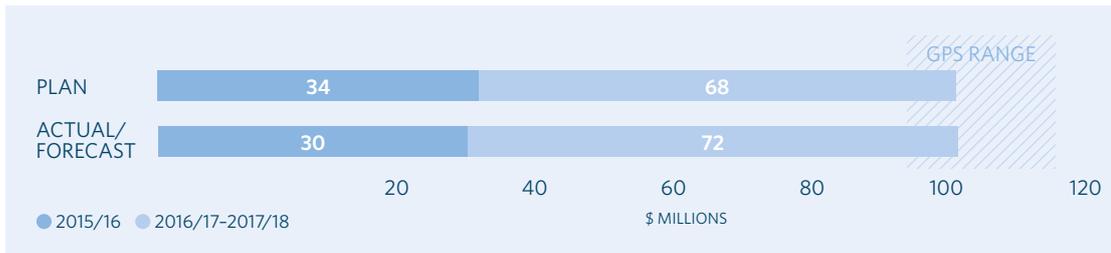
Regional improvements is a new activity class in this National Land Transport Programme, all of which is planned to be delivered on the state highway network. Delivery started slowly with only 20 percent of planned expenditure in 2015/16, reflecting the time and effort required to establish and develop these projects. While expenditure is expected to increase with construction activity over the next two years, it will be a challenge to deliver to the target spend of \$225 million set for the 2015-18 National Land Transport Programme.

**Public transport**



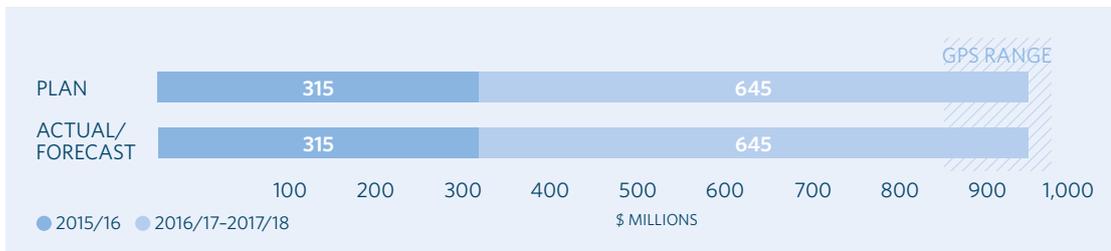
Overall use of public transport funds for 2015/16 was 7 percent below the amount in the published National Land Transport Programme. Regional authority use of funds on public transport services was below the National Land Transport Programme plan, reflecting lower than planned input costs, for example, fuel costs. Expenditure on public transport infrastructure and activities that the Transport Agency delivers nationally was also below plan, in part due to a change in which technology to use to deliver a national integrated ticketing scheme for public transport.

**Road safety promotion**



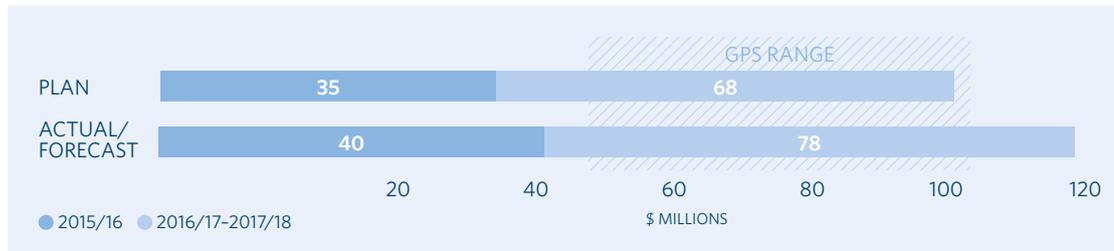
At the end of 2015/16, expenditure on road safety promotion was 11 percent below expenditure in the published National Land Transport Programme, mostly because the Transport Agency spent 15 percent less than its funding allocation. This is due, in part, to delays producing advertising campaigns. Some local authorities are delivering their road safety promotion programmes more slowly than planned, for example, Whakatāne District Council and Gisborne District Council, with local authorities' expenditure 9 percent below expenditure in the the published National Land Transport Programme. Delivery of programmes is expected to catch up during the next two years, and the position at the end of the 2015-18 National Land Transport Programme should be close to the published plan.

**Road policing**



Funding applied to the Road Policing Programme is the same as in the published National Land Transport Programme, and expenditure at the end of the programme is forecast at the published level of \$960 million.

### Walking and cycling improvements



Walking and cycling expenditure was 26 percent above expenditure in the published National Land Transport Programme at the end of 2015/16, largely due to a successful year delivering state highway walking and cycling projects.

Investment in this activity class will continue to deliver on the Government’s objective to accelerate the delivery of cycling networks in urban areas. Expenditure at the end of the National Land Transport Programme is expected to be 18 percent above plan, which was set before fully appreciating the level of investment required in the Urban Cycleways Programme.

The forecast expenditure above the Government Policy Statement range is mainly due to requiring more from the National Land Transport Fund to deliver the Urban Cycleways Programme than initially planned, a substantial carryover of projects from the 2012-15 National Land Transport Programme, and high priority projects from the 2015-18 programme requiring funding from the National Land Transport Fund.

### LOOKING AHEAD

#### Revenue forecast

Actual revenue into the National Land Transport Fund during 2015/16 was \$161 million higher than forecast in the published National Land Transport Programme, owing to:

- legal rulings made on tax payable on bio-additives and oil pipeline slops
- Transport Agency customers purchasing vehicle licences for longer periods due to reductions in ACC levies
- increases in travel volumes, including freight, leading to higher fuel consumption and income from road user charges.<sup>4</sup>

Some of these are one-off increases that will not result in any material increase in revenue for the remainder of the National Land Transport Programme.

Overall, forecast revenue for the 2015-18 National Land Transport Programme is very close to the published figure. A conservative approach is being taken to forecasting the balance of the programme and the higher than expected volume increases in 2015/16 have not been factored into the revenue forecast for the next two years. Higher 2015/16 revenue offsets the impact of the Government’s decision not to increase fuel excise duty and road user charges rates in 2016/17 and 2017/18.

<sup>4</sup> Refer to the operating assumptions in appendix 1 of the Transport Agency annual report, page 174.

**Expenditure forecast**

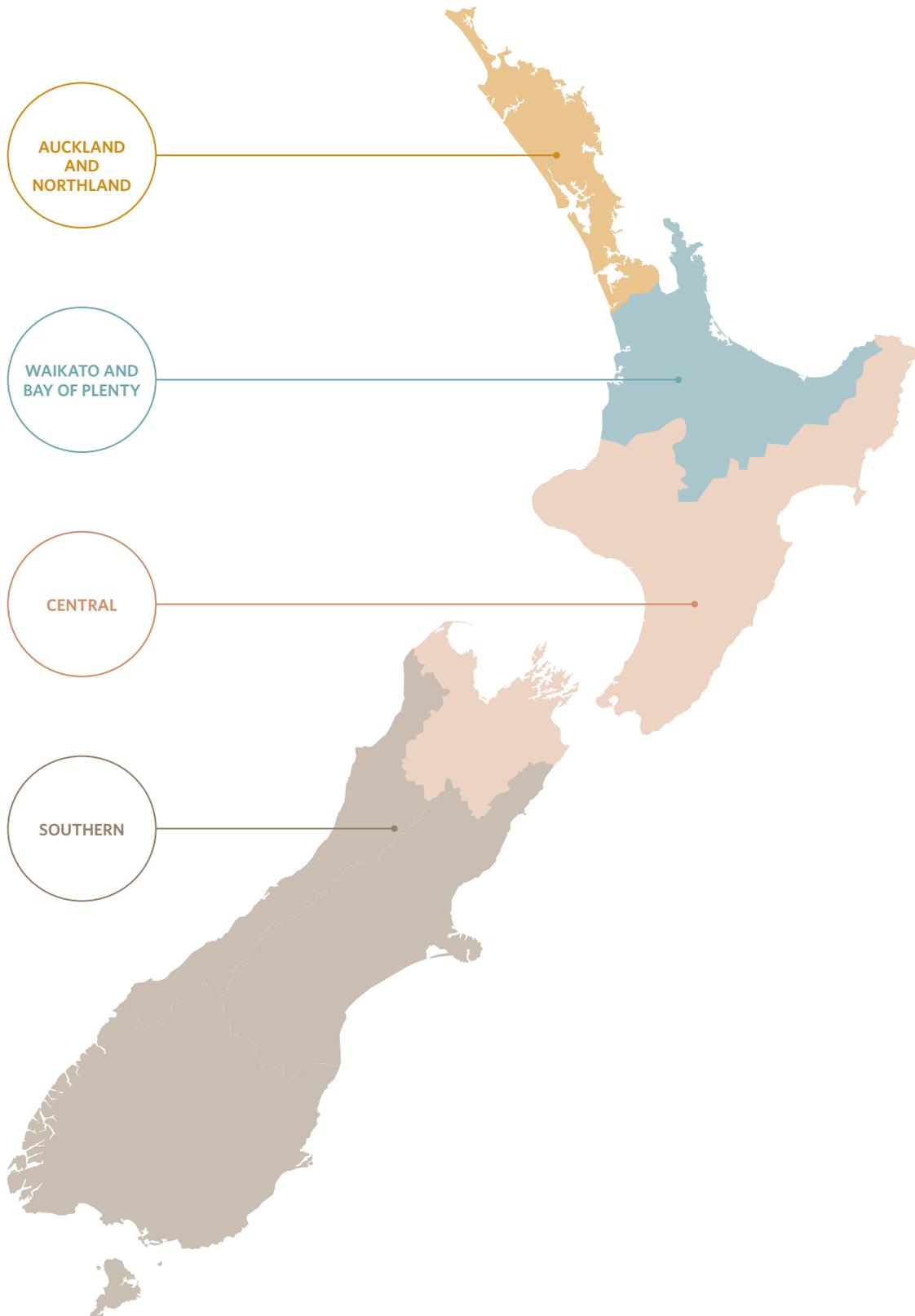
Forecast expenditure for the National Land Transport Fund over the 2015-18 National Land Transport Programme remains very close to the \$10.5 billion shown in the published programme. Forecast expenditure for the National Land Transport Programme, however, reduces from \$13.9 billion in the published programme to \$13.7 billion. This is due to changes to the forecast expenditure between activity classes, for example, lower forecast expenditure on local roads.

The National Land Transport Fund short-term debt facility, which is in place to assist the Transport Agency to manage short-term cash-flows, was not required in 2016 given higher revenue and lower expenditure than planned. The National Land Transport Programme forecast shows that the facility may not be required over the next two years either, although this will depend on actual revenue flows and expenditure, particularly in the activity classes delivered by local authorities, as well as extreme weather or other emergency events.

If the short-term debt facility is not drawn down during the current National Land Transport Programme, this would put the National Land Transport Fund in a reasonably strong position leading into the 2018-21 programme, which is expected to require a substantial increase in investment to respond to Auckland and regional growth.

# REGIONAL HIGHLIGHTS

The National Land Transport Fund made targeted investments across New Zealand through the 2015-18 National Land Transport Programme.



## AUCKLAND AND NORTHLAND

The Transport Agency's Auckland and Northland region covers the top of the North Island – everything north of the Bombay Hills.



### NORTHLAND



### WHERE 2015–18 INVESTMENT IS FOCUSED

The 2015–18 National Land Transport Programme's investment in Northland is focused on contributing to the region's economic growth, improving transport network resilience and accessibility, and improving road safety performance, as well as growing public transport and encouraging cycling and walking.

This investment includes:

- delivering work and future plans to improve the journey between Auckland and Northland to deliver more predictable journey times and to address ongoing safety issues
- maintaining a resilient network that can reliably provide for the transport needs of Northlanders during regular severe weather events, which continues to be a priority for the region
- increasing investment significantly in road maintenance across state highway and local road networks, in line with national standards and levels of service.

### THIS YEAR'S INVESTMENT HIGHLIGHTS

**Continued improvements to the State Highway 1 Whangarei corridor:** improvements totalling \$35 million, including four-laning part of the highway, aim to make this trip safer and achieve more reliable journey times.

**Improved safety and journey time on Northland roads:** the suite of contributing projects includes State Highway 1 Loop Road improvements (delivered under the Accelerated Regional Transport Programme), Matakohē Bridges (both subject to programming), the Akerama Curves realignment, and extensive work undertaken on the northern side of the Brynderwyn Hills.

**Progressing the declaration of Mangakahia Road as a state highway:** completion of this project will remove the financial burden from the local councils and empower the Transport Agency to support economic growth by meeting freight demands and providing accessibility in a safe and resilient manner.

**Investing an extra \$2.9 million from the Government's Urban Cycleways Fund to advance completion of the Kamo Route:** this route will provide a safer connection for school children travelling through the suburb into the city centre. The extra investment will allow the Kamo Route to be delivered sooner than expected.

## THIS YEAR'S NATIONAL LAND TRANSPORT FUND INVESTMENT

ACTIVITY CLASS	2015/16 ACTUAL \$000	REGIONAL STATISTICS*
<b>Northland total</b>	<b>102,612</b>	<b>12,700 LANE KMS</b> of local roads and state highways maintained
State highway improvements	24,482	
State highway maintenance	29,599	
Local road improvements	6,740	<b>30% INCREASE</b> in deaths and serious injuries in road crashes (from 136 to 177)
Local road maintenance	36,740	
Regional improvements	1,065	
Public transport infrastructure	76	<b>2% INCREASE</b> in trips taken on public transport (from 312,821 to 318,249)
Public transport services	717	
Road safety, investment management and walking and cycling	3,196	

\*All percentage figures are for 2015/16 compared with 2014/15. Road safety figures are for the year ended 31 March and based on latest available data.

## AUCKLAND



### WHERE 2015-18 INVESTMENT IS FOCUSED

The 2015-18 National Land Transport Programme's investment in Auckland focuses on supporting the region's complex transport network to handle the demands of special housing areas, freight, general road traffic, public transport, as well as cycling.

This investment includes:

- critical investment in the expansion of the region's rapid transit network, in particular the new busway between Panmure and Botany, as part of the multimodal Auckland Manukau Eastern Transport Initiative
- major steps towards completing the region's motorway and strategic roading network, including the Waterview link to complete the Western Ring Route Road of National Significance, the new East/West Link between State Highway 1 and State Highway 20 (delivered under the Accelerated Auckland Transport Programme), and the much-needed motorway link between the CBD and Auckland International Airport
- in partnership with Auckland Transport, delivering further key elements of the region's strategic cycling network that aim to significantly this active transport mode
- NZ Transport Agency and Auckland Council co-investment of a further \$82 million in the Auckland Manukau Eastern Transport Initiative for Auckland Transport to deliver significant improvements to roads, public transport services, public transport stations, transport interchanges, walking routes and cycleways.

### THIS YEAR'S INVESTMENT HIGHLIGHTS

**Developing a transport network to support Auckland's new housing and business areas:** Auckland Transport, Auckland Council and the Transport Agency worked together to develop a network that supports Auckland's new housing and business areas. This network includes a mix of new or upgraded roads, upgraded state highways, optimised existing networks and new public transport and cycling infrastructure.

**Upgrading the Manukau Transport Interchange:** the Transport Agency invested \$20 million in significant upgrades to the interchange. The proposed bus station, next to the train station, will connect bus and train services, improving the efficiency of public transport in Auckland.

**Opening of Nelson Street Cycleway to the public:** the completed Nelson Street Cycleway links Upper Queen Street (and the Grafton Gully cycleway) to Quay Street via the pink Lightpath (Te Ara I Whiti). The cycleway, delivered under the Urban Cycleways Programme, was the supreme award winner of the 2016 Bike to the Future Awards.

**Beginning upgrades to State Highway 20A:** work has commenced on upgrades to increase journey reliability to and from Auckland Airport. Safety for all road users will be improved by separating motorway traffic from local traffic at the State Highway 20A and Kirkbride Road intersection.

## THIS YEAR'S NATIONAL LAND TRANSPORT FUND INVESTMENT

ACTIVITY CLASS	2015/16 ACTUAL \$000	REGIONAL STATISTICS*
<b>Auckland total</b>	<b>901,159</b>	<b>15,800 LANE KMS</b> of local roads and state highways maintained
State highway improvements	440,781	<b>26% INCREASE</b> in deaths and serious injuries in road crashes (from 489 to 616)
State highway maintenance	96,160	
Local road improvements	46,145	<b>5% INCREASE</b> in trips taken on public transport (from 79,249,549 to 82,904,160)
Local road maintenance	105,150	
Public transport infrastructure	17,463	
Public transport services	166,691	
Road safety, investment management and walking and cycling	28,770	

\*All percentage figures are for 2015/16 compared with 2014/15. Road safety figures are for the year ended 31 March and based on latest available data.

## WAIKATO AND BAY OF PLENTY REGION

The Waikato and Bay of Plenty region reaches from the bottom of the Bombay Hills to the Desert Road summit, from just south of Mokau in the west, through the Waioeka Gorge near Opotiki, and midway along the Taupō–Napier Road.



### WHERE 2015–18 INVESTMENT IS FOCUSED

The 2015–18 National Land Transport Programme's investment in the Waikato region is targeted to support significant residential growth, new industrial development and jobs, while also ensuring efficient freight movement and access to markets across New Zealand, as well as the export ports of Tauranga and Auckland.

This investment includes:

- continued investment in the Auckland to Tauranga via Hamilton journey, including completing and opening more sections of the Waikato Expressway Road of National Significance and completing the Hamilton Ring Road, with forecast travel time savings of up to 23 minutes, as well as improving safety for customers on the journey
- expected safety improvements to State Highway 1 between Cambridge and Paerere (intersection of state highways 1 and 29)
- working with partners and stakeholders including the NZ Police to improve road safety for motorists for the Pōkeno to Tauranga via Waihi key journey
- improving high-risk intersections such as state highways 3 and 21 south of Hamilton near the airport
- under the Government's Accelerated Regional Transport Programme, improving resilience and safety outcomes through the Awakino Gorge.

### THIS YEAR'S INVESTMENT HIGHLIGHTS

**Continuing progress on the Waikato Expressway:** the expressway project will enable considerable opportunity for economic development and is expected to save at least 23 minutes of journey time for trips between Tirau and the Bombays. Work on 102km of expressway is due for completion by 2020. Work on the Cambridge and Tamahere sections south of Hamilton is complete, work on the 21.8km of the Hamilton section can begin with the contract now awarded, and construction of the Huntly and Rangiriri sections continues.

**Confirmed investment and programme of work for State Highway 2 Pōkeno to Mangatarata:** work on this section of highway over the next 10 years will improve road safety, provide more reliable journey times and support growth in the east Waikato and Coromandel areas. Planning work began for the full 32 km length of this project, which will be delivered in sections.

**Commencing state highway safety initiatives:** several region-wide state highway safety initiatives have begun under the delivery of the Safe Roads Alliance. Implementation works have started on State Highway 3 between Hamilton and Te Awamutu, State Highway 37 (Waitomo Caves) and along State Highway 23, the route to Raglan from Hamilton, which is an historical crash area. Other routes being investigated by the Safe Roads Alliance include State Highway 1B east of Hamilton and State Highway 3 south to Awakino – an essential freight route to the Taranaki region.

**Constructing a roundabout at the intersection of State Highway 3 and State Highway 21 (Airport Road):** located southwest of Hamilton, the new roundabout will address an historical high-risk safety issue and enable economic development by providing access to industrial land adjacent to the Hamilton International Airport.

**Continuing to develop the State Highway 1/29 programme business case:** the business case identifies the long-term transport network required to support the key journey between the Bay of Plenty, Waikato and the wider upper North Island. Similar business cases are being developed on State Highway 1 Cambridge to Paierere, Paierere to Taupō, and Taupō to Waiouru. The business cases are being developed in collaboration with industry interest groups, iwi and councils adjoining the corridors.

**Collaborative planning and investigation for the future:** an integrated programme of walking and cycling initiatives is underway across the region that considers the economic, transport, health, environmental and social benefits derived from increasing walking and cycling. Areas that will benefit include Cambridge to Tamahere, the Western Rail Trail, Te Awa Pathways connection between Horotiu and Ngāruawāhia, and the Cobham Drive underpass connection.

## THIS YEAR'S NATIONAL LAND TRANSPORT FUND INVESTMENT

ACTIVITY CLASS	2015/16 ACTUAL \$000	REGIONAL STATISTICS*
<b>Waikato total</b>	<b>388,559</b>	<b>21,800 LANE KMS</b> of local roads and state highways maintained
State highway improvements	241,152	<b>19% INCREASE</b> in deaths and serious injuries in road crashes ( <i>from 285 to 338</i> )
State highway maintenance	65,509	
Local road improvements	7,484	<b>6% DECREASE</b> in trips taken on public transport ( <i>from 4,341,361 to 4,085,467</i> )
Local road maintenance	52,571	
Regional improvements	8,211	
Public transport infrastructure	61	
Public transport services	8,352	
Road safety, investment management and walking and cycling	5,219	

\*All percentage figures are for 2015/16 compared with 2014/15. Road safety figures are for the year ended 31 March and based on latest available data.

## BAY OF PLENTY



### WHERE 2015-18 INVESTMENT IS FOCUSED

2015-18 National Land Transport Programme's investment in the Bay of Plenty is targeted to support significant residential growth and new industrial land development and jobs while also ensuring efficient freight movement and access to the Port of Tauranga.

This investment includes:

- increasing investment in urban cycling and walking to address safety issues and to get more people to cycle or walk
- working with stakeholders in Tauranga to extend the public transport network and transition urban school bus services into an integrated network to reduce congestion and maintain journey-time reliability
- continuing to invest in the Tauranga to Auckland via the Waikato key journey, introducing electronic tolling to Takitimu Drive Toll Road and investigating how to make the journey easier to travel through areas such as Tauriko and onto the State Highway 29 regional part of the journey
- furthering safety improvements to the Tauranga to Auckland via the Waikato key journey and the Pōkeno and Tauranga via Waihi key journey to prevent deaths and serious injuries
- investigating how the road and rail networks can complement each other, the scale and shape of future freight in the Bay of Plenty, and the local growth pressures on the outskirts of Tauranga.

### THIS YEAR'S INVESTMENT HIGHLIGHTS

**Completing the Tauranga Eastern Link, including toll road:** as one of the seven Roads of National Significance, the Tauranga Eastern Link aims to reduce travel times to the Port of Tauranga from the central North Island and Eastern Bay, improve safety and enable significant local growth.

**Confirming a programme of work to improve State Highway 2 Waihi to Tauranga:** over the next 10 years and beyond, work will begin to improve road safety, provide more reliable journey times, and support growth along one of New Zealand's highest risk and fastest growing travel routes. The programme includes the construction of the Tauranga Northern Link.

**Confirming a programme of improvements for Rotorua:** Connect Rotorua supports local growth, regional economic development and city centre revitalisation.

**Investing in cycling infrastructure:** investment in the Rotorua, Tauranga, urban networks and the Omokoroa to Tauranga cycleway will improve travel choice and safety.

**Continuing construction of key intersection improvements:** improvements, including the Maungatapu Underpass and the Bayfair to Baypark intersections, will support growth and access to the Port of Tauranga and improve safety. Construction of the State Highway 2 Minden and Te Puna intersection improvements began, aiming to increase safety and support local growth.

## THIS YEAR'S NATIONAL LAND TRANSPORT FUND INVESTMENT

ACTIVITY CLASS	2015/16 ACTUAL \$000	REGIONAL STATISTICS*
<b>Bay of Plenty total</b>	<b>117,346</b>	<b>9,500 LANE KMS</b> of local roads and state highways maintained
State highway improvements	57,458	
State highway maintenance	24,857	
Local road improvements	3,299	<b>3% DECREASE</b> in deaths and serious injuries in road crashes ( <i>from 150 to 146</i> )
Local road maintenance	22,435	
Regional improvements	44	
Public transport infrastructure	112	<b>7% INCREASE</b> in trips taken on public transport ( <i>from 3,138,381 to 3,352,802</i> )
Public transport services	6,569	
Road safety, investment management and walking and cycling	2,573	

\*All percentage figures are for 2015/16 compared with 2014/15. Road safety figures are for the year ended 31 March and based on latest available data.

## CENTRAL REGION

The Central region stretches up from the top of the South Island (Nelson, Tasman and Marlborough) to the southern and central North Island, reaching across Taranaki, Manawatū-Whanganui and Wellington to the Hawke's Bay and Gisborne



### GISBORNE



## WHERE 2015-18 INVESTMENT IS FOCUSED

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

This investment includes:

- an estimated investment of \$5 million in cycling and walking, including \$1.3 million from the Urban Cycleways Fund
- funding from the Government's Accelerated Regional Transport Programme for the construction of additional passing opportunities on State Highway 35 at Panikau Hill and Wallis Hill to increase safety and traffic flows
- investigation of the replacement of the single-lane Motu Bridge on State Highway 2 (also funded by the Government's Accelerated Regional Transport Programme)
- improvements to bridges to allow an additional 20km of high productivity motor vehicles (HPMV) routes, enabling more freight to be carried on fewer trucks.

## THIS YEAR'S INVESTMENT HIGHLIGHTS

**Completing Stage 1 of the Wainui Cycleway:** this joint local road and state highway project between the local council and the Transport Agency provides a safer, mainly off-road, cycleway from Wainui to Gisborne by removing conflicts between heavy vehicles and vulnerable road users.

**Strengthening the Tokomaru Bay sea wall:** this strengthening will increase the resilience of the network from coastal erosion.

**Completing high productivity motor vehicle improvements:** improvements to these bridges will improve freight efficiency by allowing HPMV movements between Tolaga Bay and Matawhero to Eastland Port.

## THIS YEAR'S NATIONAL LAND TRANSPORT FUND INVESTMENT

ACTIVITY CLASS	2015/16 ACTUAL \$000	REGIONAL STATISTICS*
<b>Gisborne total</b>	<b>30,009</b>	<b>3,600 LANE KMS</b> of local roads and state highways maintained
State highway improvements	3,701	<b>3% DECREASE</b> in deaths and serious injuries in road crashes (from 30 to 29)
State highway maintenance	12,168	
Local road improvements	1,612	<b>6% INCREASE</b> in trips taken on public transport (from 138,261 to 146,129)
Local road maintenance	11,407	
Regional improvements	443	
Public transport infrastructure	11	
Public transport services	286	
Road safety, investment management and walking and cycling	381	

\*All percentage figures are for 2015/16 compared with 2014/15. Road safety figures are for the year ended 31 March and based on latest available data.

## HAWKE'S BAY



### WHERE 2015-18 INVESTMENT IS FOCUSED

The Hawke's Bay region is experiencing a prolonged period of economic growth. Significant investment from the 2015-18 National Land Transport Programme is being made across the transport network to support increased demand, particularly from freight. This investment includes:

- investment of \$13 million to sustain and grow public transport patronage and enhance existing services
- investment in promoting cycling is an expected \$9 million, including \$2.9 million from the Urban Cycleways Fund
- planned investment of \$22 million for regionally significant transport corridors to improve resilience and safety, increase freight efficiency within the region, and strengthen interregional journeys between the Hawke's Bay and neighbouring regions
- investigating opportunities to improve access to the Port of Napier, in recognition of its expanding use, as part of the Government's Accelerated Regional Transport Programme.

### THIS YEAR'S INVESTMENT HIGHLIGHTS

**Developing options to improve the safety of SH2- SH2B-Watchman Road intersections:** these are located on a national strategic state highway and the strategic route to the port and Hawke's Bay airport.

**Developing a detailed business case for Napier Port Access:** an Accelerated Regional Transport Programme activity to improve the connection to Port of Napier and provide safe journeys for all road users.

**Beginning work on the Whakatū Arterial Link:** this work will improve access for freight and enhance supply chain efficiency while reducing the risk of deaths and serious injuries. The link provides opportunities for modal integration between road, rail, the freight distribution centre (inland port at Whakatū) and coastal shipping.

**Completing construction of shared paths from Havelock North to Hastings:** shared paths to support the development of a network of combined walking and cycling routes through the corridors where people work, live and learn.

### THIS YEAR'S NATIONAL LAND TRANSPORT FUND INVESTMENT

ACTIVITY CLASS	2015/16 ACTUAL \$000	REGIONAL STATISTICS*
<b>Hawke's Bay total</b>	<b>54,601</b>	<b>8,400 LANE KMS</b> of local roads and state highways maintained
State highway improvements	2,587	<b>7% INCREASE</b> in deaths and serious injuries in road crashes (from 100 to 107)
State highway maintenance	16,942	
Local road improvements	2,464	<b>7% DECREASE</b> in trips taken on public transport (from 744,381 to 694,557)
Local road maintenance	25,301	
Regional improvements	1,053	
Public transport infrastructure	29	
Public transport services	2,004	
Road safety, investment management and walking and cycling	4,221	

\*All percentage figures are for 2015/16 compared with 2014/15. Road safety figures are for the year ended 31 March and based on latest available data.

## TARANAKI



### WHERE 2015-18 INVESTMENT IS FOCUSED

Investment in the Taranaki region from the 2015-18 National Land Transport Programme focuses on freight efficiency, route resilience, interregional connectivity, road maintenance and public transport.

This investment includes:

- expected investment of \$9 million in public transport to further encourage growth in the use of public transport
- investment of \$2 million in cycling and walking, including \$147,000 from the Urban Cycleways Fund
- improvements to State Highway 3 to improve safety at two of New Zealand's highest-risk intersections
- under the Government's Accelerated Regional Transport Programme, investigating how to improve State Highway 3 between New Plymouth and Hamilton (Mount Messenger to Awakino Gorge), and completing the State Highway 3 Normanby Overbridge Project so it is suitable for high productivity motor vehicles and to improve safety and journey-time reliability
- investment of \$8.5 million along the interregional state highways to safeguard the regional economy by ensuring the freight transport links with the rest of New Zealand are safe and resilient.

### THIS YEAR'S INVESTMENT HIGHLIGHTS

**Development of cycling facilities on the Mangati Walkway and Coronation Ave:** this work completes a missing link to the Coastal Walkway and provides a safe off-road route to cycle to the CBD.

**Delivering the State Highway 3 Vickers to City project:** this project improves journey-time reliability to and from the New Plymouth CBD, provides dedicated facilities for cyclists, and improves safety and route security.

**Developing a strategic business case for a second crossing of the Waiwhakaiho River:** this business case also addresses replacing bridges and structures on Korito, Old Mountain and Okau roads. The aim is to meet future demands of the network, provide a reliable and resilient alternative route, improve freight efficiency, ease congestion and increase safety.

**Developing a strategic business case for a Mt Messenger State Highway 3 bypass of existing road alignment:** the bypass is proposed between Hamilton and New Plymouth to improve safety, resilience, route availability and travel times.

## THIS YEAR'S NATIONAL LAND TRANSPORT FUND INVESTMENT

ACTIVITY CLASS	2015/16 ACTUAL \$000	REGIONAL STATISTICS*
<b>Taranaki total</b>	<b>54,544</b>	<b>7,200 LANE KMS</b> of local roads and state highways maintained
State highway improvements	13,115	
State highway maintenance	11,172	
Local road improvements	1,837	<b>3% INCREASE</b> in deaths and serious injuries in road crashes (from 64 to 66)
Local road maintenance	25,555	
Public transport infrastructure	122	
Public transport services	1,284	<b>3% INCREASE</b> in trips taken on public transport (from 586,306 to 605,603)
Road safety, investment management and walking and cycling	1,460	

\*All percentage figures are for 2015/16 compared with 2014/15. Road safety figures are for the year ended 31 March and based on latest available data.

## MANAWATŪ-WHANGANUI



### WHERE 2015-18 INVESTMENT IS FOCUSED

Investment in the Manawatū-Whanganui region from the 2015-18 National Land Transport Programme is focused on developing and maintaining a resilient transport network that supports an economy heavily reliant on its role as a distribution hub and getting produce to market.

This investment includes:

- \$19.3 million planned investment in public transport
- \$7m investment in cycling and walking, including \$4.3 million of Urban Cycleways funding, which includes a walking-cycling bridge over the Manawatū River and completion of Mountains to River 'Great Ride'
- improvements to State Highway 1 targeted towards reducing travel time
- \$2.5 billion investment in the Wellington Roads of National Significance that will deliver travel-time savings of up to 40 minutes between Levin and Wellington Airport
- the Saddle Road upgrade, which will ease the impact of any future Manawatū Gorge closures on customer journeys by providing a safer, more efficient alternative route
- \$21 million planned investment on State Highway 2 between Woodville and Hawke's Bay to increase freight efficiency while helping to keep road users safe
- under the Accelerated Regional Transport Programme, proposed replacement of the State Highway 1 Whirokino Trestle Bridge to reduce freight costs
- investigating new passing opportunities on State Highway 1 between Foxton and Waiouru to improve journey times, while enhancing safety and easing driver frustration on a nationally strategic state highway.

### THIS YEAR'S INVESTMENT HIGHLIGHTS

**Completing Saddle Road upgrades:** the upgrades provide a safer, more efficient alternative route in the event State Highway 3 Manawatu Gorge is closed.

**Completing investigations into the proposed replacement of the State Highway 1 Whirokino Trestle Bridge:** a replacement bridge would improve safety, efficiency and resilience, including allowing high productivity motor vehicles to take 14km detour routes.

**Beginning construction of State Highway 2 Whakaruatapu Stream Bridge replacement and Otamaraho Curves passing lane extension:** these projects will help increase freight efficiency and help keep road users safe.

**Completing Akitio seafront road repairs:** these repairs will prevent further loss of access to Akitio via River Road and Coast Road.

**Investing in emergency works:** in response to June 2015 flood events, these emergency works will help to ensure lifelines are open and performance of the transport network can be restored quickly.

## THIS YEAR'S NATIONAL LAND TRANSPORT FUND INVESTMENT

ACTIVITY CLASS	2015/16 ACTUAL \$000	REGIONAL STATISTICS*
<b>Manawatū-Whanganui total</b>	<b>112,890</b>	<b>15,900 LANE KMS</b> of local roads and state highways maintained
State highway improvements	20,256	
State highway maintenance	19,561	
Local road improvements	5,776	<b>13% DECREASE</b> in deaths and serious injuries in road crashes ( <i>from 190 to 165</i> )
Local road maintenance	62,006	
Regional improvements	1,687	
Public transport infrastructure	-	<b>6% DECREASE</b> in trips taken on public transport ( <i>from 1,447,403 to 1,356,938</i> )
Public transport services	2,686	
Road safety, investment management and walking and cycling	917	

\*All percentage figures are for 2015/16 compared with 2014/15. Road safety figures are for the year ended 31 March and based on latest available data.

## WELLINGTON



### WHERE 2015-18 INVESTMENT IS FOCUSED

Investment in the Wellington region from the 2015-18 National Land Transport Programme focuses on improving travel-time reliability in the city's commuter peak travel times, enabling the development of a multimodal network and supporting a safe and resilient network for freight and commuters.

This investment includes:

- investment of \$456 million in public transport to encourage continued patronage growth
- expected investment of \$49 million in cycling and walking, including \$22m from the Urban Cycleways Fund
- construction of the Wellington Northern Corridor on State Highway 1, a Road of National Significance, to increase resilience, journey reliability and safety for commuters and freight
- construction of the Mackays to Peka Peka section of the Wellington Northern Corridor Road of National Significance, forecast to improve average journey times by 3.5 minutes and improve safety
- new routes at Transmission Gully and, potentially, Petone to Grenada are expected to significantly improve the resilience of the overall network, by providing alternative routes and more capacity
- continued work to resolve outstanding issues for transport between the Ngāūranga Gorge interchange and Wellington Airport.

### THIS YEAR'S INVESTMENT HIGHLIGHTS

**Investing in the development of additional Waikanae and Paraparaumu commuter car park facilities:** the 250 additional car parks support rail patronage growth.

**Beginning work on the Wainuiomata Hill cycleway:** a shared cycling and pedestrian path connecting Wainuiomata to Lower Hutt.

**Completing Mount Victoria Tunnel safety improvements:** improving the quality of a key link by providing a safe environment for users and increasing resilience of the walkway in a seismic event.

**Approving over \$7 million for cycling improvements:** a \$7.9 million 10-year programme of cycling improvements was agreed with Kāpiti Coast District Council, utilising \$1.6 million of Urban Cycleways funding.

**Beginning construction of the State Highway 2 and State Highway 58 Haywards Interchange:** this includes realignment of the Manor Park highway connection, McDougal Grove and Hebden Crescent, car parking, and a pedestrian bridge to Manor Park Railway Station. The interchange will facilitate traffic separation between State Highway 2 and State Highway 58, improving safety and journey-time reliability.

**Completing realignment of State Highway 58:** realignment between Harris and Mt Cecil Roads ensures a safer journey between Hutt Valley and Porirua.

**Developing business cases to address access to Port of Wellington:** this will improve safety, journey-time reliability and resilience on the SH2 corridor between Ngāūranga and Masterton, and provide multimodal solutions for congestion between Ngāūranga Gorge and Wellington Airport.

## THIS YEAR'S NATIONAL LAND TRANSPORT FUND INVESTMENT

ACTIVITY CLASS	2015/16 ACTUAL \$000	REGIONAL STATISTICS*
<b>Wellington total</b>	<b>472,864</b>	
State highway improvements	306,367	<b>8,100 LANE KMS</b> of local roads and state highways maintained
State highway maintenance	49,699	
Local road improvements	6,664	<b>15% DECREASE</b> in deaths and serious injuries in road crashes ( <i>from 167 to 142</i> )
Local road maintenance	35,427	
Public transport infrastructure	5,525	<b>3% INCREASE</b> in trips taken on public transport ( <i>from 36,406,866 to 37,330,479</i> )
Public transport services	64,270	
Road safety, investment management and walking and cycling	4,911	

\*All percentage figures are for 2015/16 compared with 2014/15. Road safety figures are for the year ended 31 March and based on latest available data.

## TOP OF THE SOUTH



### WHERE 2015-18 INVESTMENT IS FOCUSED

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

This investment includes:

- through the Government's Accelerated Regional Transport Programme, investigating a replacement for the Ōpāwa Bridge in Marlborough to remove the pinch point on State Highway 1 enabling better access for high productivity motor vehicles
- further investment to enable 50MAX and high productivity motor vehicle access to forestry plantations in the Northbank and Waihōpai areas
- work to address a pinch point for cyclists in the Gentle Annie pass on SH6 in Nelson, which, when completed will deliver 3.5 metre-wide lanes and 1.5 metre shoulders for motorists and cyclist travelling in both directions
- continued investment in Nelson's walking and cycling programme of improvements, including investigations into Rocks Road and Tāhunanui
- expected investment of \$1 million investment in cycling and walking in Blenheim, including \$710,000 from the Urban Cycleways Fund.

### THIS YEAR'S INVESTMENT HIGHLIGHTS

These are some of the key investments made in the Top of the South this year.

#### **Investigating options for a Nelson arterial link as part of the Accelerated Regional Transport Programme:**

this will address future congestion and improve journey times between Nelson City and the Annesbrook roundabout.

**Nearing completion of bridge replacements at Kaka Bridge on Northbank Road and Tynesfield Bridge in the Waihōpai Valley:** these replacements secure the network and support efficient movement of freight.

**Beginning construction on the upgrade of the Quarantine St roundabout on State Highway 6:** this work increases capacity at peak periods.

**Investing in State Highway 6 Rai Saddle second curve realignment:** this project aims to reduce the number and severity of crashes.

## THIS YEAR'S NATIONAL LAND TRANSPORT FUND INVESTMENT

ACTIVITY CLASS	2015/16 ACTUAL \$000	REGIONAL STATISTICS*
<b>Top of the South total</b>	<b>43,336</b>	<b>8,100 LANE KMS</b> of local roads and state highways maintained
State highway improvements	4,313	
State highway maintenance	21,264	
Local road improvements	1,738	<b>16% INCREASE</b> in deaths and serious injuries in road crashes (from 64 to 74)
Local road maintenance	12,542	
Regional improvements	2,249	
Public transport infrastructure	93	<b>1% DECREASE</b> in trips taken on public transport (from 442,305 to 439,815)
Public transport services	678	
Road safety, investment management and walking and cycling	460	

\*All percentage figures are for 2015/16 compared with 2014/15. Road safety figures are for the year ended 31 March and based on latest available data.

## SOUTHERN REGION

The Southern region is the largest of the Transport Agency's four regions, embracing all of the South Island except Nelson, Tasman and Marlborough.



### CANTERBURY



#### WHERE 2015-18 INVESTMENT IS FOCUSED

2015-18 National Land Transport Programme's investment in Canterbury will continue to target completing earthquake recovery work and making significant progress developing Christchurch motorways.

This investment includes:

- planned investment of \$137 million in public transport
- expected investment of \$65 million in cycling and walking, including \$19.9 million from the Urban Cycleways Fund
- \$700 million in new roads and network improvements, including \$490 million to deliver network efficiency and safety improvements to substantially complete the Transport Agency's Christchurch motorways projects
- \$310 million allocated for maintenance, operation and renewal of local roads
- \$150 million for the maintenance, operation and renewal of the state highway networks
- \$50-65 million for the Christchurch City Council's \$80 million project to re-open Sumner Road to the Lyttelton Port of Christchurch
- \$3 million in bridge strengthening on Blenheim to Christchurch route, supporting the growth in high productivity motor vehicles, reducing the overall number of freight vehicles on our highways and improving safety
- under the Government's Accelerated Regional Transport Programme, \$22 million towards realigning State Highway 73 from Mingha Bluff to Rough Creek through Arthur's Pass National Park to improve safety and build greater resilience through the alpine pass.

#### THIS YEAR'S INVESTMENT HIGHLIGHTS

**Beginning construction on state highway widening and improvements at Mingha Bluffs:** this work addresses safety issues.

**Investing \$71,000 in the Timaru District LED street lighting replacement project:** this work provides improved energy and cost efficiency.

**Completing the Canterbury State Highway's Seismic Retrofit three-year programme of improvements:** support to route resilience, the programme of improvements was completed with the strengthening of Shale Peak bridge on State Highway 7.

**Investing \$5 million on safety, accessibility and resilience:** minor improvements were completed across the region, as well as \$61m spent on maintaining state highways and local roads and \$5 million on support provided for response to emergency events during the year.

**Collaborative planning and investigation for the future:** this work supports the programme and indicative business cases for Christchurch's major cycleway networks.

**Completing sections of the Uni-Cycle (Matai Street) and Papanui Parallel (Grassmere) cycleways:** this project provides a safer, off-road cycleway.

**Completing the Wigram Magdala bridge link:** providing greater connectivity between the southwest residential and industrial development to the central city.

**Supporting the An Accessible City programme business case:** the city council is progressing through phases 1 and 2 of the programme business case.

### THIS YEAR'S NATIONAL LAND TRANSPORT FUND INVESTMENT

ACTIVITY CLASS	2015/16 ACTUAL \$000	REGIONAL STATISTICS*
<b>Canterbury total</b>	<b>364,180</b>	<b>30,200 LANE KMS</b> of local roads and state highways maintained
State highway improvements	174,385	<b>15% DECREASE</b> in deaths and serious injuries in road crashes ( <i>from 370 to 315</i> )
State highway maintenance	49,214	
Local road improvements	14,242	<b>3% DECREASE</b> in trips taken on public transport ( <i>from 14,344,095 to 13,859,074</i> )
Local road maintenance	100,322	
Regional improvements	210	
Public transport infrastructure	274	
Public transport services	21,765	
Road safety, investment management and walking and cycling	3,768	

\*All percentage figures are for 2015/16 compared with 2014/15. Road safety figures are for the year ended 31 March and based on latest available data.

## WEST COAST



### WHERE 2015-18 INVESTMENT IS FOCUSED

The 2015-18 National Land Transport Programme's investment in the West Coast region focuses on safety, travel-time reliability and route resilience, particularly for freight and tourists.

This investment includes:

- \$25 million to maintain state highways and local roads and \$2.2 million to support the response to emergency events during the year, including Jackson Bay Road slip repairs and Buller River rock armouring
- the Visiting Drivers Safety Signature project, which is focused on the Otago, Southland and Westland regions.

### THIS YEAR'S INVESTMENT HIGHLIGHTS

**Furthering progress on the Visiting Drivers programme:** a detailed business case for the state highway improvements component is being finalised, and a local road network is being reviewed for project opportunities. The programme will improve road safety for and of visiting drivers, while maintaining New Zealand's reputation as an attractive and safe tourist destination.

**Completing design for the State Highway 6 Taramakau Road Rail Bridge replacement:** under the Government's Accelerated Regional Transport Programme, a new two-lane bridge will be constructed 30 metres downstream of the existing bridge to carry vehicles, as well as a separated off-road shared facility for pedestrians and cyclists. Rail traffic will remain on the existing bridge. This separates all modes of traffic to improve safety and efficiency. The realigned road will also pass over the existing rail south of the river via an overpass.

### THIS YEAR'S NATIONAL LAND TRANSPORT FUND INVESTMENT

ACTIVITY CLASS	2015/16 ACTUAL \$000	REGIONAL STATISTICS*
<b>West Coast total</b>	<b>31,542</b>	<b>5,000 LANE KMS</b> of local roads and state highways maintained
State highway improvements	1,706	<b>26% INCREASE</b> in deaths and serious injuries in road crashes (from 35 to 44)
State highway maintenance	18,465	
Local road improvements	1,448	<b>2% INCREASE</b> in trips taken on public transport (from 23,952 to 24,549)
Local road maintenance	9,068	
Regional improvements	675	
Public transport infrastructure	-	
Public transport services	100	
Road safety, investment management and walking and cycling	80	

\*All percentage figures are for 2015/16 compared with 2014/15. Road safety figures are for the year ended 31 March and based on latest available data.

## OTAGO



### WHERE 2015-18 INVESTMENT IS FOCUSED

The 2015-18 National Land Transport Programme's investment in the Otago region focuses on safety, travel-time reliability and route resilience, particularly for freight and tourists.

This investment includes:

- \$36 million proposed for co-investment with the Otago Regional Council in public transport
- \$10 million expected total cycling and walking investment with Dunedin City Council, including \$3.5 million of Urban Cycleways funding
- finishing more of Dunedin City Council's Harrington Point to Dunedin sea-level rise mitigation and improvements to safety, walking and cycling on key tourist and commuter routes
- completing the final stage of the Transport Agency's State Highway 88 shared cycling and walking path between Dunedin and Port Chalmers
- projects to improve safety, including \$40-45 million of safety improvements on State Highway 1 between Anderson's Bay Road and Lookout Point in Dunedin
- the Visiting Drivers Safety Signature project, which focused on the Otago, Southland and Westland regions
- \$745 million for highway and local road maintenance, operations and renewals
- a new two-lane bridge at Kawarau Falls, at Frankton on State Highway 6, as part of the Government's Accelerated Regional Transport Programme.

### THIS YEAR'S INVESTMENT HIGHLIGHTS

**Completing \$45 million of safety improvements on State Highway 1:** Anderson's Bay Road and Lookout Point in Dunedin is a 3km stretch of state highway, forming part of the southern arterial route into Dunedin. The construction of a new bridge over the highway to directly link Mornington Road, Riselaw Road and South Road will improve safety and ease traffic congestion.

**Completing high productivity motor vehicles bridge-strengthening work at Alexandra and Kakaho Creek:** this activity supports local economy by improving freight efficiency to accommodate heavier loads.

**Completing improvements to the Glenda Drive intersection and local road links:** these improvements provide improved road capacity, access and safety for existing and new commercial activities for Wakatipu Basin by downgrading the existing state highway roundabout and allowing for only left turns into Glenda Drive from State Highway 6.

**Establishing the Strategic Partners Governance Group:** this group provides united leadership in planning, delivering and funding transport matters in Queenstown. This collaboration is needed to accommodate and manage growth on the transport system, achieve an attractive and liveable environment for residents, and ensure the continued economic success of Queenstown.

**Awarding the Nuggets Road seal extension project contract:** part of the Southern Penguin Scenic Journey in the Catlins and a high-priority tourist route will be sealed. Sealing this road will improve visitor experience, safety and accessibility.

**Dunedin public transport improvements:** the design phase for a central city bus hub focuses on improving effectiveness of the public transport network and growing patronage.

**Approving funding for regional council joint procurement of public transport ticketing:** this procurement will provide improved public transport planning and the ability to introduce a wider variety of fare products to increase patronage.

### THIS YEAR'S NATIONAL LAND TRANSPORT FUND INVESTMENT

ACTIVITY CLASS	2015/16 ACTUAL \$000	REGIONAL STATISTICS*
<b>Otago total</b>	<b>83,157</b>	
State highway improvements	13,437	<b>18,300 LANE KMS</b> of local roads and state highways maintained
State highway maintenance	27,597	
Local road improvements	3,595	<b>5% DECREASE</b> in deaths and serious injuries in road crashes ( <i>from 195 to 185</i> )
Local road maintenance	33,073	
Regional improvements	145	<b>5% DECREASE</b> in trips taken on public transport ( <i>from 2,809,010 to 2,681,639</i> )
Public transport infrastructure	295	
Public transport services	3,555	
Road safety, investment management and walking and cycling	1,460	

\*All percentage figures are for 2015/16 compared with 2014/15. Road safety figures are for the year ended 31 March and based on latest available data.

## SOUTHLAND



### WHERE 2015-18 INVESTMENT IS FOCUSED

Southland's 2015-18 National Land Transport Programme investment focuses on safety, travel-time reliability and route resilience, particularly for freight and tourists.

This investment includes:

- \$47 million for highway and local road maintenance, operations and renewals
- \$4 million of funding for regional council joint procurement of public transport ticketing in Otago and Southland to provide improved public transport planning and a wider variety of fare products to increase patronage
- the Visiting Drivers Safety Signature project, which focuses on the Otago, Southland and Westland regions.

### THIS YEAR'S INVESTMENT HIGHLIGHTS

**Completing Woodlands passing lanes on State Highway 1:** a \$3 million investment in extra passing lanes on this stretch of highway will ensure safe and reliable journeys, reduce driver frustration, support efficient movement of freight and improve access to a local dairy factory.

**Beginning detailed design on the Edendale Realignment project State Highway 1:** an investment of \$12 million will improve access to the local dairy plant, improve safety for the local community by realigning SH1 to the northwest of Edendale and place a roundabout close to the southern end of the new alignment.

**Approving \$7 million of funding for the Curio Bay/Haldane Road seal extension project:** this project aims to improve visitor experience and reduce accidents, and is a more cost-effective option than frequent grading.

**Completing the Tiwai Bridge deck and pile replacement:** this \$10 million investment has reinstated high productivity motor vehicle access to the local smelter. The speed and weight of heavy traffic were reduced in 2004 because of erosion to the bridge's beams.

**Collaborative planning and investigation for the future:** development of the Southland Cycling Strategy began which aims to increase the uptake of cycling for commuting, school, recreational and tourism trips.

**Southland District Council winning local government EXCELLENCE Award:** Southland District Council was awarded the 2016 Local Government New Zealand Chorus EXCELLENCE Award for Best Practice in Infrastructure Management for its Changing Direction - The Way Forward for Southland's Roads programme. The council's project used new technology, resource allocation tools and procurement methods to make smart decisions on managing the district's roads, which, as New Zealand's second largest roading network in the country, is facing pressure from increased economic activity, particularly from the dairy industry.

## THIS YEAR'S NATIONAL LAND TRANSPORT FUND INVESTMENT

ACTIVITY CLASS	2015/16 ACTUAL \$000	REGIONAL STATISTICS*
<b>Southland total</b>	<b>39,102</b>	<b>14,400 LANE KMS</b> of local roads and state highways maintained
State highway improvements	2,274	
State highway maintenance	16,809	
Local road improvements	896	<b>38% INCREASE</b> in deaths and serious injuries in road crashes ( <i>from 61 to 84</i> )
Local road maintenance	17,566	
Regional improvements	301	
Public transport infrastructure	18	<b>14% DECREASE</b> in trips taken on public transport ( <i>from 245,118 to 211,425</i> )
Public transport services	963	
Road safety, investment management and walking and cycling	274	

\*All percentage figures are for 2015/16 compared with 2014/15. Road safety figures are for the year ended 31 March and based on latest available data.