

State Highway Investment Proposal



State Highway Investment Proposal

2024-34

Contents

State Highway Investment Proposal	2
GGM foreword	4
Executive summary	7
Strategic context	8
The state highway network	8
Giving effect to the draft GPS	9
Land Transport in New Zealand	10
Connecting Kiwis across New Zealand	10
Our role in the land transport system	10
Purpose of the State Highway Investment Proposal	11
Developing the State Highway Investment Proposal	12
A whole of system approach	12
Taking a long-term view	12
Making evidence-based decisions	12
Applying the intervention hierarchy	13
Maximising our investment	13
State Highway Programme	14
Overview	14
State highway maintenance, operations and renewals	14
Roads of National Significance improvements	14
State highway cyclone recovery and rebuild	15
State highway improvements	16
Value for money safety improvements programme	16
Unlocking land for housing	16

Delivering on the draft GPS strategic priorities	17
Regional summaries	19
Te Tai Tokerau - Northland	21
Tāmaki Makaurau - Auckland	28
Waikato	36
Te Moana a Toi-te-Huatahi - Bay of Plenty	44
Tairāwhiti - Gisborne	51
Te Matau-a-Māui - Hawke's Bay	57
Taranaki	64
Manawatū-Whanganui	69
Te Upoko o te Ika a Māui - Greater Wellington	76
Te Taihū - Nelson and Tasman	83
Te Taihū-o-te-waka - Marlborough	90
Te Tai o Poutini - West Coast	95
Waitaha - Canterbury	100
Ōtākou - Otago	107
Murihiku - Southland	114



GGM foreword

NZ Transport Agency Waka Kotahi (NZTA) plans, builds, maintains and operates a land transport system that connects people, places and products for a thriving Aotearoa New Zealand. Our goal is to provide a system that is effective, efficient, safe, secure, accessible and resilient to enable the movement of people and freight now and in the future.

The draft Government Policy Statement on land transport 2024 (draft GPS) sets out the Government's priorities for investment in the land transport network. These highlight the important role of transport in New Zealand's economic prosperity, to boost economic growth, productivity, resilience, reliability, and safety.

This State Highway Investment Proposal (SHIP) identifies a proposed programme of work for the state highway network to both deliver on the Government's strategic objectives and meet the needs of New Zealanders.

The draft GPS reintroduces the Roads of National Significance programme, 15 key strategic corridors that will support economic growth and productivity, reduce congestion, improve safety, support housing development, and provide a more resilient roading network.

We are moving at pace on the Roads of National Significance and will be undertaking work to progress each corridor in the programme this NLTP period. Initial work will focus on establishing scope, estimating costs and timelines, navigating risks, and understanding the inter-dependencies with other state highway activities.

Over the next three years we will begin construction on the Roads of National Significance and establish a 10-year construction pipeline.

We will be taking steps to accelerate project development, using the opportunities provided by the fast-track consent legislation, and we will be seeking new sources of funding and financing, and new delivery mechanisms to ensure timely delivery.

The draft GPS signals the Government's commitment to an additional Waitematā Harbour connection and key public transport projects, including the Northwest Rapid Transit Corridor, the Eastern Busway and the Airport to Botany Busway. These large projects will provide commuters with more choice and help to reduce travel times, congestion and emissions.

This SHIP proposes increasing our maintenance programme to deliver greater safety and resilience outcomes, as well as strengthen key freight routes. The new State Highway Pothole Prevention activity class will ensure that maintenance funds are prioritised and ringfenced for road resealing, road rehabilitation and drainage maintenance.

This SHIP also outlines the high-level of work required to restore and reopen the network following Cyclone Gabrielle and other extreme weather events. This work remains a top priority for NZTA.

This proposal also carries forward a large programme of committed work that supports regional growth and productivity, builds a more resilient network, and improves safety.

Delivering value for money is at the core of this proposed programme. We will explore new ways of working with the sector and our council partners and look to improve our collective productivity.

We have aligned this proposal with council-led urban development programmes in the main urban areas to support growth and community aspirations. These programmes bring together multiple investors to deliver a wide range of activities that will achieve long-term outcomes.

We will work with our partners to deliver the best outcomes for all New Zealanders and a thriving and productive economy.

Brett Gliddon

Group General Manager, Transport Services



Executive summary

The State Highway Investment Proposal (SHIP) is our nationwide proposal to maintain, operate, renew and improve the state highway network during the next 3 years to make it more efficient, effective, resilient and safer.

The SHIP is submitted to Regional Transport Committees (RTCs) for inclusion, prioritisation and consultation in their RLTPs. The RTC decides on the relevant SHIP activities to include in their RLTP. Inclusion of SHIP activities in a RLTP is a prerequisite for inclusion in the National Land Transport Programme (NLTP) and also subject to available funding.

This SHIP responds to the requirements for the state highway network, taking into consideration the four strategic priorities of economic growth and productivity, increased maintenance and resilience, safety and value for money in the draft GPS 2024.

The draft GPS 2024 brings back the Roads of National Significance programme, building strategic corridors that will support economic growth and productivity, reduce congestion, improve safety, support housing development, and provide a more resilient roading network.

This SHIP plans for, and protects, the strategic networks that will be needed as our cities and towns grow. NZTA has worked alongside its council partners to set out the activities required to improve the transport system and support this growth. This joined-up approach takes a long-term view, which will unlock land for housing.

This proposal puts forward a large programme of work for the next decade, recognising the current state of the network, including the impacts of recent extreme weather events, and the work required to halt the decline in asset condition and to return it to previous levels of service.

The poor quality of the state highway network has required a larger scale of renewals and rehabilitation works in recent years. The draft GPS signals increased maintenance and resilience of the network as a priority, with the new state highway pothole prevention activity class. This SHIP proposes a higher level of rehabilitation activities to restore the network to previous levels of service.

The rebuild post-Cyclone Gabrielle is a large part of our state highway work programme. The severe weather events of early 2023 have highlighted how crucial it is to invest in early preventative works to protect our transport network and provide for new alternative routes, such as the proposed Roads of National Significance which build greater resilience into the network. The quantum of this work is dependant on Crown funding.

More than \$700 million has been committed by the government for the immediate response, with additional funding to address slip prevention, flood mitigation and managing the risk of sea level rise.

This investment proposal amounts to a large work programme over the next 10 years. It provides the sector with the pipeline of work to build capacity and capability over the first 3 years, to help deliver an even larger programme in years 4 to 10. We also have work to do to build our own capacity and productivity, delivering greater efficiency, through consistent and streamlined ways of working.



Strategic context

The state highway network

We maintain and operate 11,201km of state highways, with 24,571km of lanes, throughout the country. The network runs the entire length of the country, and from Te Anau in the west to Tikitiki in the east.

The state highway network carries more than half of all vehicle journeys and almost three quarters of all freight journeys, making it critical to New Zealand's economic development and productivity.

It plays a significant role in our tourism market and provides key freight routes connecting goods to markets.

In isolated parts of the country there are no other transport networks available. State highways also support public transport infrastructure in urban areas.

State highways, particularly bridges, carry trunk power, communications and water infrastructure, and are the lifeline routes for large and small communities. They are also the lifelines that help reconnect communities by carrying replacement parts to power and communication networks after the severe weather events.

Giving effect to the draft GPS

The draft outlines the Government's transport priorities to guide investment in the land transport system over the next 10 years. It allocates funding to activity classes to reflect the strategic direction the government has set. All transport funding decisions, regardless of funding source, must align with the draft GPS.

The priorities of draft GPS are:

- Economic growth and productivity
- Increased maintenance and resilience
- Safety, and
- Value for money.

The Government has also identified 15 Roads of National Significance. These are:

- Whangārei to Port Marsden
- Alternative to Brynderwyns
- Warkworth to Wellsford
- SH16 North West Alternative State Highway
- Mill Road
- East West Link
- Cambridge to Piarere
- Hamilton Southern Links
- SH29 Tauriko West
- Second Mt Victoria Tunnel and Basin Reserve upgrade
- Petone to Grenada Link Road and the Cross Valley Link
- Takitimu Northern Link Stage 2
- Hawke's Bay Expressway
- Hope Bypass
- Belfast to Pegasus Motorway and Woodend Bypass

The draft GPS directs NZTA to investigate all funding, financing and delivery options for the Roads of National Significance to deliver them in stages and as quickly as possible.

These Roads of National Significance are strategic corridors that will not only support economic growth, by enabling new housing areas for population growth and key links to export markets, but also improve safety and build greater resilience into the roading network.

The draft GPS identifies several other projects to progress in Auckland, such as an additional Waitematā Harbour Connection, and the major public transport projects of the Northwest Rapid Transit Corridor and the Airport to Botany Busway projects.

The draft GPS seeks to strengthen freight connections and safety, with a focus on maintenance and resilience, recognising recent flood and weather-related recovery efforts and the need to enhance the resilience of the transport network.

Land Transport in New Zealand

Connecting Kiwis across New Zealand

NZTA plays a key role connecting people, products and places. Through the state highway network, we enable New Zealanders to live better lives by making it easy for them to get around, to do business, and access essential services.

The state highway network has an important role in keeping New Zealand moving. Our investment is targeted at providing New Zealanders with the value for money outcomes.

The National Land Transport Programme (NLTP) is a national programme, and its key building blocks are Regional Land Transport Plans (RLTPs) prepared by Regional Transport Committees (RTCs) and approved by regional councils. The State Highway Investment Proposal (SHIP) is an input to RLTPs. It sets out the priority state highway activities that we propose are included in RLTPs and the NLTP.

The NLTP is the 3-year investment programme that NZTA develops and manages to give effect to the GPS.

Our role in the land transport system

NZTA shapes, develops and manages New Zealand's national land transport system, in partnership with local government. We have leadership, regulatory and service delivery roles to connect people, products and places so that communities and businesses thrive. We build transport programmes and activities that give effect to the draft GPS.

NZTA manages and funds the state highway network which is a lifeline for many local communities. We work in partnership with local government to plan for growth in cities, towns and regions, ensuring land use planning and the transport system are integrated to create well-connected communities with easy access to services.

Working in partnership

With our partners, we can ensure more integrated planning, decision making, programming and investment to deliver better services and solutions for the land transport system.

We work and partner with KiwiRail and wider central government social infrastructure investors in health, education, housing and urban development, and justice.

We also deliver projects on behalf of the Crown through programmes such as the Provincial Growth Fund, the Cyclone Gabrielle Emergency Relief Fund and the National Resilience Plan.

We partner with councils to support core local transport access and services, support desired land use development and urban form in growth areas, and provide efficient access to primary freight hubs and sea and airports.

Purpose of the State Highway Investment Proposal

The State Highway Investment Proposal (SHIP) is the NZTA bid as a road controlling authority (RCA) for the state highway activities that we propose are prioritised within each Regional Land Transport Plan (RLTP) for inclusion in the National Land Transport Programme (NLTP).

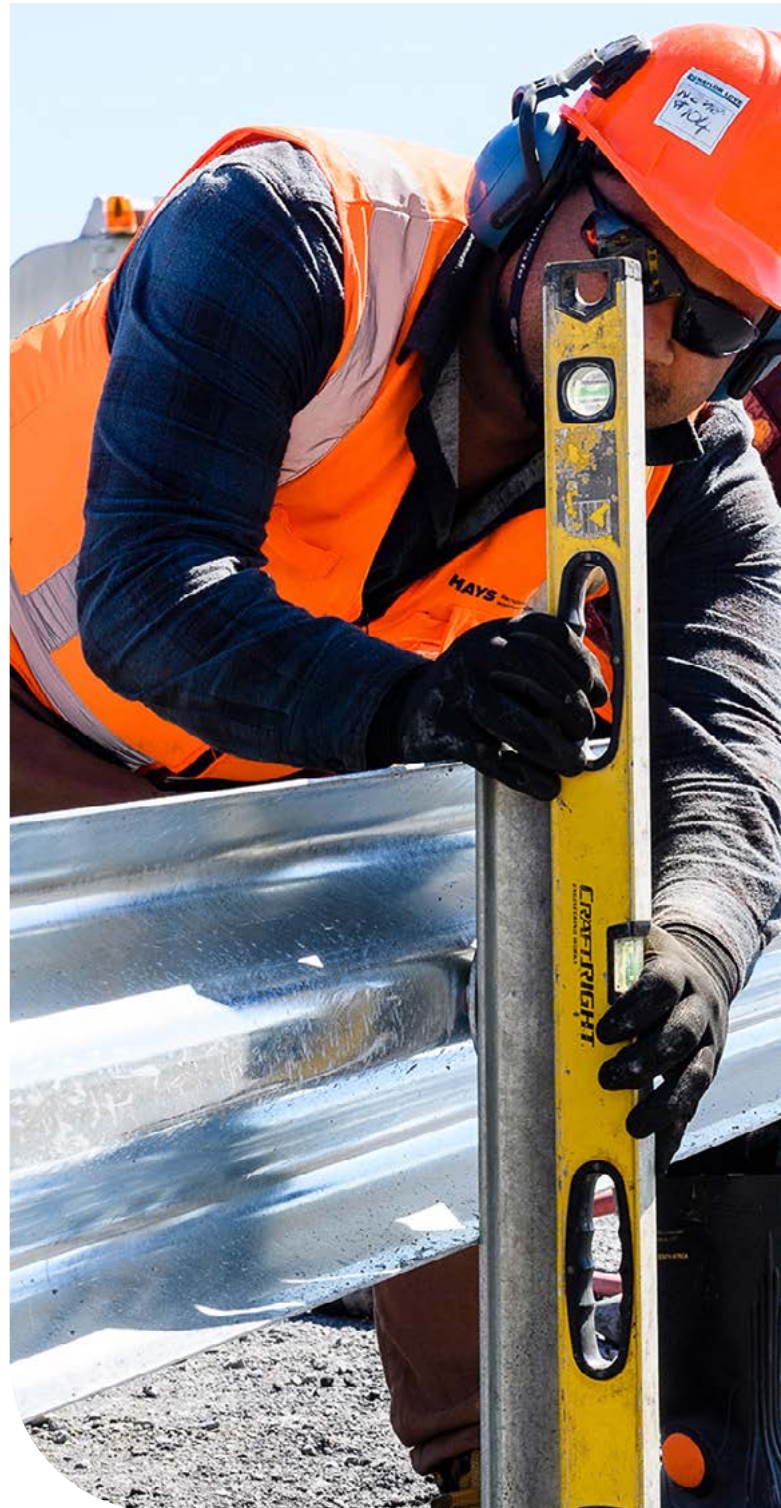
The SHIP takes a national-level, whole-of-system view and describes the work needed in maintenance, operations and renewal programmes, as well as improvements to the network. It takes a 10-year view with a focus on the first three years.

The SHIP is submitted to Regional Transport Committees (RTCs) for inclusion, prioritisation and consultation in their RLTPs. The RTC has responsibility for deciding if relevant SHIP activities are included in its RLTP. The inclusion of SHIP activities in an RLTP is a prerequisite for funding from the National Land Transport Fund (NLTF).

Iwi/Māori consultation on the SHIP happens through the development of RLTPs. The RLTP collates all transport activities being put forward by the region's RCAs, meaning it is seen in context of other transport activities also seeking funding.

RTCs have representation from each territorial authority, the regional council and NZTA, which allows feedback from engagement to cascade down to the local level. Committee representatives hold existing relationships with iwi, hapu and Māori.

Including all state highway activities, regardless of funding source, gives a complete picture of current and proposed state highway activities. These activities should be included in an RLTP to give a complete overview of the regional investment in the land transport system.



Developing the State Highway Investment Proposal

A whole of system approach

The SHIP has been informed by our agreed contribution to regional plans and shared understanding of the land transport system. We have incorporated spatial plans, long term plans, and other local strategic documents like programme business cases to inform our decision making. We have taken into consideration local aspirations and priorities.

Taking a long-term view

This proposal aligns with the Transport Outcomes Framework developed by the Ministry of Transport. This framework places the wellbeing of New Zealanders and creating great places to live at its core. It outlines five outcome areas to contribute to this purpose: inclusive access, healthy and safe people, economic prosperity, environmental sustainability, and resilience and security.

Arataki: Our 30 Year Plan has also informed this proposal. Arataki uses the Transport Outcomes Framework as a foundation and provides direction to guide how we'll work together over the next 30 years to deliver the future land transport system needed to keep New Zealand moving.

Arataki applies a three-part conceptual framework to understand the challenges the system faces, applies an outcomes-led strategic approach, and provides clear direction towards a transport system that improves wellbeing and creates great places to live.

Making evidence-based decisions

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

- Data on the performance of the land transport system and people's experiences, as well as digital modelling, engineering data sets and forecasts that underpin infrastructure asset and activity management
- Benefits realisation measures and spatial maps
- Council strategic planning outputs that identify transport improvement options, scope, scale, sequencing, phasing, timing and interdependencies. These include regional policy statements, district plans, localised growth planning processes and evidence sets
- National approaches to levels of services, particularly the One Network Framework
- Standard approaches for identifying the need for and scope of transport solutions, such as the business case approach
- Diagnostic and prioritisation tools that inform national priorities and local place-based requirements such as the safety toolkit and network operating plans.

Applying the intervention hierarchy

We apply the intervention hierarchy to shape the appropriate mix of interventions for any opportunity or challenge. The purpose of both the hierarchy and Arataki is to promote long-term system thinking, particularly around issues of growth management and network capacity.

Land-use and urban form have the greatest impact on our land transport system and influence how we transform urban mobility and tackle climate change. Integrating land-use and transport is the most cost effective type of intervention for many problems and opportunities.

Our priority will always be to get the most from existing infrastructure and available travel options to avoid or delay the need to invest in new infrastructure. There will be occasions when lead infrastructure may be appropriate as a transformative intervention to deliver key outcomes.

Optimal responses will often group activities from many levels in the hierarchy, and from both NZTA and local government, into a package or programme.

Maximising our investment

The draft GPS 2024 identifies 'value for money' as a strategic priority and we know that the proposed core delivery programmes such as road maintenance, public transport services, and scheduled capital projects are forecast to require much of the available NLTF over the 2024-27 period. This makes it all the more important for the whole NLTP to realise the most value it can, including from state highway activities.

The SHIP proposes more activities than are likely to be included in the NLTP. This over-programming is provided so that we can seek feedback from RTCs about their priorities. It also helps manage overall programming uncertainties and maintain delivery momentum.

We know that a well-maintained state highway network promotes safety and improves choices for moving people and freight. We plan to deliver the most reliable state highway network we can within the available funding.

We have prioritised activities where the benefits are greatest, and where activities within existing, agreed programmes and packages are achievable.

State Highway Programme

Overview

This SHIP takes a needs-based approach, outlining the activities required so our state highway network can move people and freight efficiently, quickly and safely. The scale of work required is large and therefore this SHIP presents an ambitious, 10-year work programme.

In 2024-27 we will focus on progressing the Roads of National Significance, current commitments, and immediate needs, while working with the sector to build the capacity and capability needed to deliver at scale and pace.

By clearly signalling the 10-year pipeline of work, we are giving the sector confidence to plan long-term, and make the necessary investments in equipment and staff to deliver on this proposal.

We will also work with the sector to broaden understanding of how transport can support the Government's priorities.

State highway maintenance, operations and renewals

The SHIP proposes an increased investment in the maintenance, renewal and operation of the state highway network alongside our partners to maintain safe and reliable strategic freight corridors across the region.

Maintenance and renewal activities will be delivered in two tranches. Firstly, we must halt the decline and restore asset condition to reverse the adverse impacts on service levels. Then we need to establish a sustainable programme that maintains current and new infrastructure improvements. This will ensure improvements are fit for purpose, for the least cost.

Through the State Highway Pothole Prevention activity class, investment will focus on renewals to restore levels of service. Investment will be concentrated on strategic networks to improve national resilience, safety and economic growth.

Improved asset management and procurement by increasing the scale of work sites, and the breadth of near-end of life infrastructure renewed at one time, will improve efficiency and quality of works:

- by reducing attendance costs, the costs of establishing sites and delivering plant, materials and labour to the sites;
- improving impact by improving stormwater management, slope stability and safety features at one time; and,
- improving quality through standardised approaches and the consistency of construction approach.

Our plan is to improve capacity and capability over 2024-27 so that by 2027-30 we can sustainably deliver at the scale and pace required for better cost and value for money.

Roads of National Significance improvements

The GPS reintroduces the Roads of National Significance programme, 15 key strategic corridors that will support economic growth and productivity, reduce congestion, improve safety, support housing development, and provide a more resilient roading network.

Our plan is to improve capacity and capability over 2024-27 so that by 2027-30 we can sustainably deliver at the scale and pace required for better cost and value for money.

We are moving at pace on the Roads of National Significance and will be undertaking work to progress each corridor in the programme this NLTP period. Initial work will focus on establishing scope, estimating costs and timelines, navigating risks, and understanding the inter-dependencies with other state highway activities.

Over the next three years we will begin construction on the Roads of National Significance and establish a 10-year construction pipeline.

Government policy changes, like the fast-track consenting legislation, and the speed at which alternative funding and financing can be confirmed, will also impact the Road of National Significance roll out.

State highway cyclone recovery and rebuild

A series of storms including Cyclone Gabrielle struck the North Island in 2023, causing significant damage to sections of the state highway network in Tairāwhiti, Hawke's Bay, Northland and the Coromandel Peninsula.

SH25A Coromandel was severed by a 110 metre slip, and access from northern Hawke's Bay to Napier was cut off because of the washout of the SH2 Waikare Bridge. The SH35 Hikuwai No.1 Bridge north of Gisborne was similarly affected, although a bypass was created on private land within weeks. Further up SH35, the Mangahauini Gorge was also bypassed, and this site requires significant work to return the state highway to its previous form and function.

NZTA worked hard to reconnect communities however the scale of damage is significant, and it will take time to return the network to previous levels of service, and improve outcomes through additional resilience.

Recovery

Once the majority of the state highway network was re-opened, NZTA moved from response to recovery. Ongoing recovery work on the state highway network has continued using the initial \$525 million Government funding.

In July 2023, the Government announced a further \$567 million towards cyclone recovery for the state highway network.

Rebuild

To understand the best options for increasing resilience in a planned and strategic manner, NZTA undertook Resilient Strategic Response projects in four areas: Whangārei to Dome Valley, Coromandel Hauraki, Tairāwhiti Wairoa and Hawke's Bay. These were developed in consultation with key stakeholders including local authorities and iwi. The preferred programmes have been submitted to the Ministry of Transport, and NZTA continues to support the Ministry of Transport and the Treasury with information while funding outcomes are considered.

State highway improvements

The first three years of this proposal focus on delivering the existing programme of committed activities, acknowledging that some of these will change in line with the priorities outlined in the draft GPS.

We recognise this is a large programme including projects such as the Additional Waitematā Harbour Connection, which is why we are signalling the 10-year programme of work.

To support this approach, this SHIP also proposes investing in digital improvements to enable digital engineering and better asset management to drive efficiencies.

Value for money safety improvements programme

Over the next three years we'll roll out lower cost, value for money safety improvements on the state highway network. These will include the delivery of safety retrofits in high-risk corridors and intersections, and speed limit changes focused on areas of high safety concern.

Lower-cost treatments could include a balance of wide centreline or roadside barrier where widening is not required, audio tactile pavement marking, improvements at rail level crossings and high-risk intersections such as roundabouts or intersection speed zones. Speed limit reductions will be focused on high-risk locations such as outside schools, marae and townships, and targeted to areas of strong support.

We will also invest in safety by fixing potholes and increasing the level of maintenance completed on the network, while also investing in new and safe Roads of National Significance.

We will align safety improvements with other activities, particularly maintenance, to enable delivery efficiency and increase value for money.

Unlocking land for housing

This SHIP plans for and protects the strategic networks that will be needed as our cities and towns grow and the need for housing increases. The Roads of National Significance in particular, will unlock land for new houses while driving economic growth.

Our improvement activities are planned, designed and constructed alongside interdependent activities from our partners and include new strategic networks such as mass rapid transit.

This joined-up approach takes a long-term view, which will protect routes around the high growth areas of Auckland, Tauranga and Wellington.

Delivering on the draft GPS strategic priorities

Economic growth and productivity

This SHIP will drive economic growth and productivity by:

- Accelerating planning work on the Roads of National Significance, particularly routes that will support economic growth such as the Auckland to Whangārei corridor within the next NLTP period.
- Progressing some Roads of National Significance that support freight and people movement into construction in the 2024–27 NLTP period.
- Improving freight connections, such as SH29 Tauriko West, identified as a Road of National Significance
- Delivering Road of National Significance that will unlock land for housing, such as the Hamilton Southern Links and the Petone to Grenada Link Road and the Cross Valley Link
- Continuing to actively operate the state highway network, including responding to incidents and emergency events to restore key freight routes quickly
- Working closely with the freight sector to minimise disruptions to key routes as we deliver our larger renewals programmes.

Increased maintenance and resilience

The SHIP responds by:

- Increasing our renewals programme across all key assets including pavements, drainage and structures
- Accelerating our digital programmes to renew and improve systems that are critical to operating the state highway network along with our partners
- Progressing the recovery and rebuild in cyclone affected regions
- Continuing to implement the Crown-funded resilience improvements
- Progressing resilience improvements on high-risk corridors, including the SH3 Te Ahu a Turanga Manawatū-Tararua Highway, and SH3 Te Ara o te Ata Mt Messenger Bypass
- Increased investment in resilience-related maintenance work, including more active management of geotechnical risks and dangerous trees
- Completing the business cases for high priority resilience improvements and starting construction on key corridors in Otago, Southland, West Coast and Tasman
- Replacing end of life bridges to improve resilience on key routes
- Progressing resilience works such as the Homer Tunnel

Safety

Activities in this SHIP will improve safety by:

- Delivering an enhanced maintenance programme which includes new State Highway Pothole Prevention activity class will also ensure that maintenance funds are prioritised and ringfenced for road resealing, road rehabilitation and drainage maintenance.
- Progressing the Roads of National Significance programme with safety being a key outcome sought
- Scaling up our pavement renewal programmes to provide skid resistant surfaces and maintenance of guardrails, barriers, signs and safety critical digital systems, including tunnel management systems.
- Progressing work on Commercial Vehicle Safety Centres throughout New Zealand.
- Delivering lower cost, value for money safety retrofits on high risk locations.

Value for money

NZTA is committed to a programme of change that will deliver the state highway operations, maintenance and improvement programmes, and increase value for money of the considerable public funds being invested in these activities.

We are looking to improve the productivity of maintenance and improvement works, improve the way works are scoped, planned, procured and undertaken to reduce disruption and environmental impacts, and changing business processes and decision-making frameworks so they are fluent and transparent.

We are accelerating digital by adopting the asset management data standard and spatial digital engineering practice across the business, improving how the insights gained from the analysis of structured spatial data can drive better decisions.

We are seeking productivity gains through standardising designs, products, processes and practices, adopting proven modern procurement practice for maintenance and improvements activities, developing best practice asset management.

The State Highway Activity Management Plan describes these initiatives in more detail.



Regional summaries

State Highway Investment Proposal key

1. Costs

\$	<\$10m
\$\$	\$10 - \$99m
\$\$\$	\$100 - \$249m
\$\$\$\$	\$250 - \$999m
\$\$\$\$\$	>\$1000m

2. Phase

PD	Project development
RP	Route protection
D&C	Design and consenting
PROP	Property acquisition
CON	Construction

3. Funding Source

NLTF	National Land Transport Fund
EXT	Crown funded
MIX	Mixture of NLTF and non NLTF funding
OTH	Non NLTF-funding source to be confirmed

4. GPS Strategic Priorities

EGP	Economic growth and productivity
M&R	Increasing maintenance and resilience
SAF	Safety
VFM	Value for money

5. Activity Class

IM	Investment management
PT	Public transport infrastructure
SHPP	State highway pothole prevention
SHI	State highway improvements
SHO	State highway operations
W&C	Walking and cycling improvements



Te Tai Tokerau

Northland

Te Tai Tokerau Northland

Northland is a vibrant and fast-growing region. Its economy is supported by manufacturing, agriculture and tourism as well as a strong service sector. Growth is focused in Whangārei as the main urban centre, as well as many townships in the Kaipara and Far North Districts.

The state highway network in Northland plays a vital role in connecting these dispersed communities with each other, to Auckland, and to the rest of New Zealand. The draft GPS identifies two Roads of National Significance in Northland. These new state highways present opportunities for economic growth and increased productivity.

Population growth has put pressure on housing and infrastructure, including transport. About half the region's population live in the Whangārei district. This is triggering the need for significant urban developments, notably the Whangārei Hospital expansion, which will require integrated transport solutions.

With low levels of shipping, rail and public transport, Northland relies heavily on the state highway network to move freight and support tourism.

The region is vulnerable to weather events and is still recovering from the effects of Cyclone Gabrielle. SH1 Mangamuka Gorge has been shut since mid-2022, affecting community access and productivity in the region. While works are underway to reopen the road, this SHIP recognises the importance of more resilient strategic connections.

Northland has a poor road safety record, with an average of 180 annual deaths and serious injuries during the past three years. Value for money safety improvements are a priority for the region.

Economic growth and productivity

Strategic road and rail networks are essential for moving goods in, out of and within Northland, with the region's farming and food processing industries heavily reliant on the state highway network. Key freight routes, such as SH1, SH14 and SH15 are critical in connecting areas of production and services to key domestic and international markets.

Two new Roads of National Significance are identified to be built between Whangārei and Auckland in the draft GPS:

- Alternative to Brynderwyns
- Whangārei to Port Marsden

These two Roads of National Significance will complement the Warkworth to Wellsford Road of National Significance in the Auckland region and the already built Puhoi to Warkworth projects. These projects will reduce travel times, improve safety, boost capacity and economic growth and build greater resilience to this important connection between Auckland and Northland.

There will also be improvements to the SH1 and Loop Road intersection to complete this project. This section of SH1 carries about 19,000 vehicles per day, a high percentage of which is heavy freight traffic (13 percent) carrying logs. These improvements will also address growing safety risks and operational delays for freight traffic.

Increased maintenance and resilience

The next 30 years will see a growing risk of damage to the transport network in Northland because of increased intensity and frequency of severe weather events and natural hazards.

Cyclone Gabrielle caused numerous floods and landslips across the State Highway network in 2023 and with some longer duration closures of SH1 at the Brynderwyn Hills and Dome Valley. Northland was cut off from the rest of New Zealand for a number of days.

The small number of connections between Northland and Auckland, and the rest of the country means network resilience is of particular significance to the region. This is particularly evident between Wellsford and the Brynderwyns, and the overall lack of suitable detour routes which make the region's transport network vulnerable.

Cyclone Gabrielle highlighted the vulnerability of the connections between Northland and Auckland, and in response, SH1 between Whangārei and Warkworth has been identified as a Road of National Significance in the draft GPS given the importance of network resilience for Northland. It's envisioned that this programme will deliver a series of upgrades and interventions over the next 20 years. This will be in line with the long-term strategic direction for the corridor to strengthen Northland strategic links with Auckland, save lives and provide for greater network resilience.

In response to the weather events NZTA has identified several projects to be delivered through the Resilience Strategic Response Programme. This programme seeks to address the short and medium-term resilience requirements of the strategic transport network. This will be prioritised and we're intending to deliver a range of projects both on the state highways and local network with our partners through this period.

Further north we're assessing and confirming the future resilience improvements for the Far North and Mangamuka Gorge. Some additional funding is available for stabilising slips, improving drainage, protecting against erosion, and upgrading bridges and culverts. We've worked with local communities to identify the highest risk areas and for Northland these funds will be used to reinforce soil slope walls at several locations on SH1 to address the recent slips and ground movement. This includes work on projects like slope stabilisation at various SH1 locations in Northland, such as Long Hill, Saunders Road and Kaiwaka.

We'll increase our investment in the operation and maintenance of the Northland state highway network alongside our partners to maintain safe and reliable strategic freight corridors across the region. The state highway maintenance, operations, and renewals programme in Northland builds scale for the first three years and proposes investment in activities to restore the condition of the network and service levels over the 10-year period.

The programme includes:

- a significant increase in road surface and pavement renewals to increase the longevity of new pavements and reduce the incidence of potholes and similar faults and related repair works
- increasing drainage renewals to better manage the effects of climate change
- increasing safety through the installation and renewal of barriers, safety markings, and digital safety devices
- increasing investment in forward works planning
- delivering work more efficiently through low-cost low risk improvements simultaneously, including Crown-funded resilience activities.

The new State Highway Pothole Prevention activity class will also ensure that maintenance funds are prioritised and ringfenced for road resealing, road rehabilitation and drainage maintenance.

Safety

Northland has one of the highest rates of road deaths and serious injuries of any region. Key safety challenges include poor vehicle condition, speed, drug and alcohol impairment, fatigue, and not using seat belts.

Our primary safety investment in Northland will be through the new Roads of National Significance and through our maintenance programme. The GPS directs that these will be four lane, grade separated highways.

Over the next three years we'll roll out lower cost, value for money safety improvements on the state highway network. These will include the design and delivery of lower cost, value for money safety retrofits in high-risk corridors and intersections, and the design and delivery of speed limit changes focused on areas of high safety concern.

Improvements to the SH1 and Loop Road intersection will make it safer and easier to use. This is part of the important strategic link between Auckland and Whangārei and will help ensure communities, visitors, and freight travel safely across the state highway network south of Whangārei.

Planned safety works will continue at a reduced level to finish off sections that have already been started, targeting high risk areas on major corridors and not overlapping with planned major corridor upgrades in the future.

The focus of lower cost interventions will be through small safety projects and other lower cost interventions identified by the regions at high risk locations such as signs and markings, audio tactile pavement markings and shoulder widening.

In addition, a range of safety interventions will be delivered through low cost, low risk improvements which will be coordinated along with ongoing storm recovery and maintenance activities.

Our increased investment in maintenance and renewal activities, pavement and surfacing renewals, some of which will be low cost low risk, will improve safety across the network and can be delivered in a co-ordinated way.

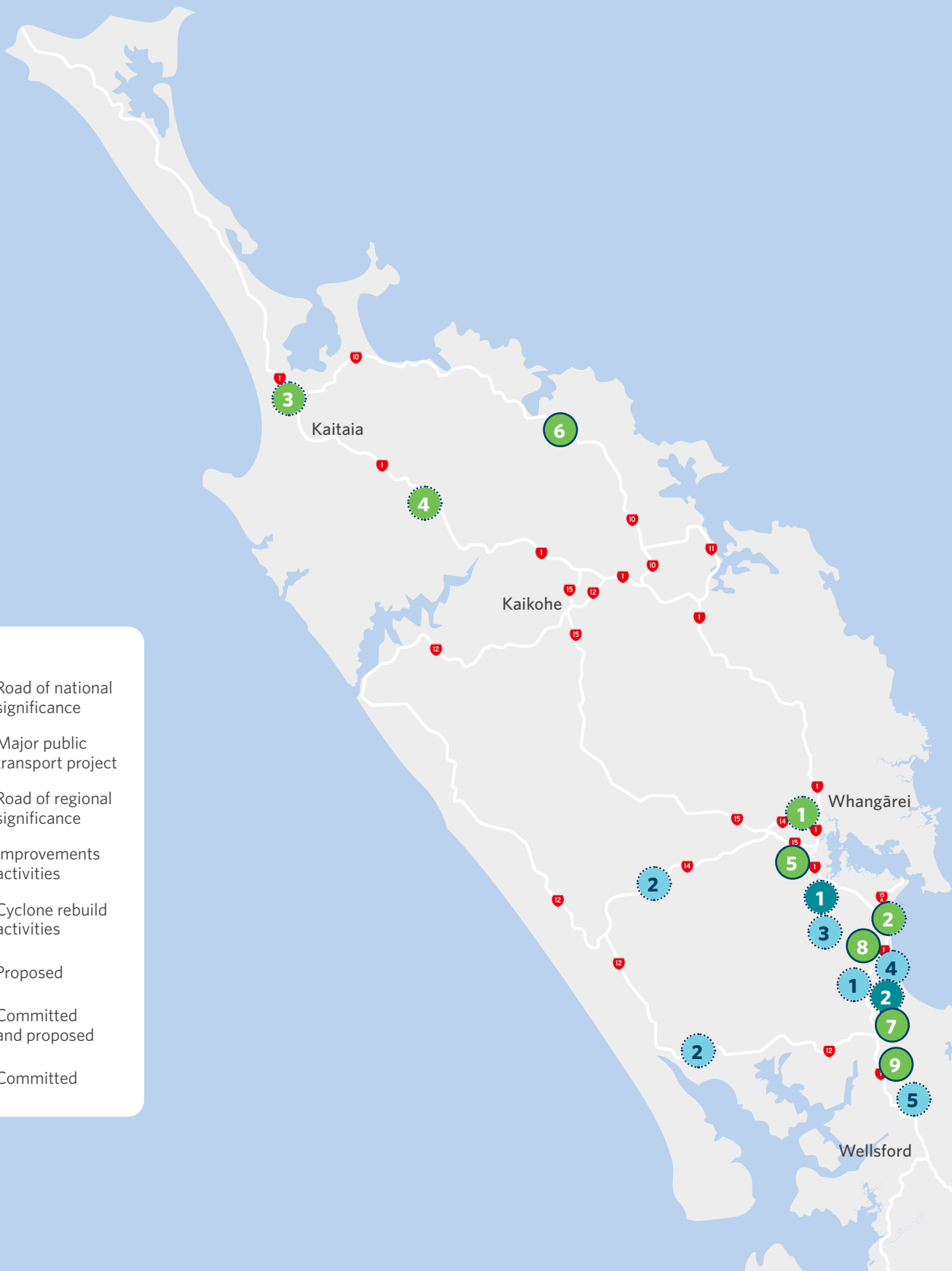
Value for money

To ensure our programme delivers value for money in the region, we'll be working with our partners to improve the network's performance, getting the most from existing infrastructure and using technology innovation where applicable.

Enhanced maintenance will make our network more efficient, while targeted improvements at high-risk locations will provide cost-effective ways of making our roads safer.

We will also look to reduce costs, such as with temporary traffic management, without compromising road worker or user safety.

Alternative funding sources will also be sought as well as ways of delivering better outcomes from available funding to achieve the Government's priorities for the land transport network.



Key

- Road of national significance
- Major public transport project
- Road of regional significance
- Improvements activities
- Cyclone rebuild activities
- Proposed
- Committed and proposed
- Committed

Proposed state highway programme for Northland region

Ref	Activity name	Activity class	Funding source	Draft GPS priority	2024-27 phase	2027-30 phase	2030-34 phase	10-Year cost
Proposed Roads of National Significance								
1	SH1 Whangārei to Port Marsden	SHI	MIX	EGP, SAF	PD, RP		D&C	\$\$\$
2	Alternative to Brynderwyns	SHI	MIX	EGP, SAF, M&R	PD, RP	D&C	D&C, CON	\$\$\$\$
-	Northland Share RoNS Project Development	SHI	MIX	EGP, SAF	PD	PD		\$\$
-	Northland Share RoNS Property	SHI	MIX	EGP, SAF	PROP	PROP	PROP	\$\$\$\$
Proposed improvement activities								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	CON	CON	CON	\$\$
-	Walking and cycling Low Cost Low Risk programme	W&C	NLTF	EGP, SAF	CON	CON	CON	\$
-	Public transport infrastructure Low Cost Low Risk programme	PT	NLTF	EGP	CON	CON	CON	\$
1	SH14 Transport Improvements	SH, PT, W&C	NLTF	EGP	PD	PROP, D&C	PROP, CON	\$\$\$
2	SH15 Weigh Right Marsden	SHI	NLTF	SAF	CON			\$\$
3	SH1 Awanui Commercial Vehicle Regional Safety Centre	SHI	NLTF	SAF		CON		\$
4	Far North Slip and Flood Management	SHI	NLTF	M&R	PD, D&C, PROP, CON	D&C, PROP, CON		\$\$\$
-	Northland Share Environmental PBC	IM	NLTF	M&R	PD			\$
-	Northland System Plan	IM	NLTF	All	PD			\$
-	Northland Share Digital engineering/ BIM	IM	NLTF	M&R, VFM	PD, CON	CON		\$
-	Northland Share Data Driven Structures Asset Management	IM	NLTF	M&R, VFM	CON			\$
-	Northland Share Pre-imp for 2027/30 Bridge Replacement	SHI	NLTF	M&R	D&C			\$
-	Northland Share VFM Safety improvement programme	SHI	NLTF	SAF, VFM	CON	CON	CON	\$\$

Committed improvement activities

-	Crown resilience Low Cost Low Risk programme	SHI	EXT	M&R	CON			\$
5	Loop Rd North to Smeatons Hill SI	SHI	NLTF	SAF	CON			\$
6	SH10 Kaeo Bridge Upgrade	SHI	NLTF	SAF	PROP, CON			\$
2	SH15 Weigh Right Marsden	SHI	NLTF	SAF	PROP, D&C			\$\$
7	SH1 Whangārei to Wellsford SSI - Central	SHI	NLTF	SAF	PROP, D&C, CON			\$
8	SH1 Whangārei to Wellsford SSI - Northern	SHI	NLTF	SAF	D&C, CON			\$
9	SH1 Whangārei to Wellsford SSI - Southern	SHI	NLTF	SAF	PROP, D&C, CON			\$

Proposed cyclone rebuild activities

1	SH1 Brynderwyn Hills Immediate Works and Corridor Strategy	SHI	OTH	M&R	PD, CON			\$\$
2	SH12 & SH14 Slip and Flood Management	SHI	OTH	M&R	PD, D&C, CON	CON		\$\$
3	SH1 Remainder of Corridor Slip and Flood Management	SHI	OTH	M&R		D&C, PROP, CON	CON	\$\$\$
4	SH1 response measures, signage, interagency coordination, and real time information	SHI	OTH	M&R			CON	\$
5	SH1 Alternative Local Roads Slip and Flood Management	SHI	OTH	M&R			D&C, PROP, CON	\$\$\$

Committed cyclone rebuild activities

-	EW Gabrielle Northland RW	SHI	EXT	M&R	CON			\$\$
---	---------------------------	-----	-----	-----	-----	--	--	------

Proposed maintenance programme

-	Proposed Maintenance, Operations and Renewals Programme	SHPP, SHO	NLTF	M&R, SAF	CON	CON	CON	\$\$\$\$
---	---	--------------	------	-------------	-----	-----	-----	----------



Tāmaki Makaurau

Auckland

Tāmaki Makaurau Auckland

Auckland is the powerhouse of New Zealand’s economy, produces 38 percent of the country’s GDP and houses a third of our population. The region plays a key role within the wider Upper North Island, with 39 percent of the country’s freight moving through Auckland, making it a nationally significant freight hub.

Over the next 30 years, Auckland is expected to see 54 percent of the country’s total population growth and be home to 63 percent of the working age (15-64 years) population growth.

The size and scale of long-term growth in Auckland means it must adopt new approaches and more integrated transport planning, for New Zealand to achieve transformational change and significant progress towards national transport outcomes.

To support Auckland’s population and economic growth, the draft GPS has identified four Roads of National Significance: SH1 Warkworth to Wellsford, Mill Road, East-West Link and SH16 North-West Alternative Highway. When complete and well-integrated into the region’s transport network and growth plans, these roads will reduce congestion, improve safety, support housing development to address New Zealand’s ongoing housing crisis, boost economic growth, and provide a more resilient roading network.

In addition, NZTA will progress an Additional Waitemata Harbour Connection, the Airport to Botany Busway, and the North West Rapid Transit Corridor. These large infrastructure projects will be transformative, improving economic performance of the Airport area, Auckland’s city centre, and New Zealand as a whole.

Auckland has well-established transport plans and planning processes, such as the Auckland Transport Alignment Project (ATAP) and the Auckland Plan 2050. Continued close collaboration on an integrated transport plan for Auckland between the Government, Auckland Council and Auckland Transport will be critical to deliver the right outcomes in this complex and constantly changing landscape.

Economic growth and productivity

Almost 95 percent of freight in Auckland is moved by road so the development of the state highway network is crucial to support the economic growth and productivity of the region. Four Roads of National Significance are put forward in the GPS.

SH1 between Whangārei to Warkworth has been identified as a key deliverable for NZTA given the importance of network resilience, and economic productivity for Northland. The projects along SH1 between Whangārei to Warkworth are at different stages of development but all support upper North Island inter-regional movements of freight and people, and network resilience between Northland and Auckland. For the Auckland region the Warkworth to Wellsford project (the second section of Ara Tūhono – Pūhoi to Wellsford project) has completed the investigation phase of the project with the designation granted in late 2023.

Mill Road, when complete, will support regional movement within Auckland and the growth areas of Manukau, Papakura and Drury, by improving connections for freight and people and providing network resilience to the Southern Motorway.

The East West Link will reduce travel times for freight accessing the State Highway network and reduce congestion along key corridors, including Neilson St, Church St and Great South Road and support public transport.

North West Rapid Transit, North West Alternate State highway and SH16/18 Squadron Drive will reduce travel times and support urban development and housing growth in North West Auckland.

The Airport to Botany busway will provide more transport choices to employment and education in the southern and eastern areas of Auckland, and the Airport area and support the urban growth in these parts of the city.

In addition to the Roads of National Significance and the large public transport infrastructure proposed for Auckland, the SHIP progresses the following targeted state highway upgrades over the next 10 years:

- Papakura to Drury Southern Motorway upgrade, which provides an additional motorway lane in each direction, and interchange improvements at both Papakura and Drury. The project is being consented in stages, and construction is expected to be completed in late 2027.
- O Mahurangi (Penlink) will be a new two-lane road between the Northern Motorway and the Whangaparāoa Peninsula. Enabling works started in January 2023 and are expected to be completed in late 2026.

Increased maintenance and resilience

Recent severe weather events have highlighted how crucial it is to invest in early preventative works to protect our transport network. We need to ensure that communities will stay connected as we see severe weather events become more frequent and damaging.

The state highway network is the lifeline for communities, particularly in rural areas. Increasing resilience in the network will continue to be a priority both within the Auckland region and key inter-regional connections.

SH1 between Whangārei and Warkworth has been identified as a Road of National Significance in the draft GPS with a key emphasis on improving the network resilience of the State Highway between Auckland and Whangārei.

In addition, over the next 3 years, we're investing in a targeted programme of low-cost resilience improvements to address key resilience risks, most notably reducing flooding on SH1, undertaking hydrologic modelling of catchments along SH16, and completing detour route assessments.

More than a million trips a day are taken on Auckland's state highway network, which includes many of the most critical and complex transport assets in the country, like the Auckland Harbour Bridge and the Waterview Tunnel.

We'll increase our investment in the operation and maintenance of the Auckland state highway network, alongside our partners, to maintain safe and reliable strategic freight corridors across the region.

The state highway maintenance, operations, and renewals programme in Auckland builds scale for the first three years of this SHIP and proposes investment in activities to restore the condition of the network and service levels over the 10-year period.

The programme includes:

- a significant increase in road surface and pavement renewals to increase the longevity of new pavements and reduce the incidence of potholes and similar faults and related repair works
- increasing drainage renewals to better deal with the effects of climate change
- increasing safety through renewing barriers, safety markings, and digital safety devices
- increasing investment to forward works planning
- delivering work more efficiently through low cost low risk improvement activities simultaneously, including Crown-funded resilience activities.

The new State Highway Pothole Prevention activity class will also ensure that maintenance funds are prioritised and ringfenced for road resealing, road rehabilitation and drainage maintenance.

Low cost low risk improvements will continue to be rolled out, such as drainage improvements on SH1 at Khyber Pass and Hillcrest Creek. We'll also continue with bridge pier skirting around the Auckland Harbour Bridge which will help address the effects of sea level rise.

Safety

The number of deaths and serious injuries on Auckland roads nearly doubled between 2013 and 2017, reversing decades-long improvement. This disproportionately affects children, Māori, Pacific people, and people living in higher deprivation areas.

The new Roads of National Significance will be four lane, grade separated highways which will improve safety in Auckland.

Over the next three years we'll roll out lower cost, value for money safety improvements on the state highway network. These will include the design and delivery of lower cost, value for money safety retrofits in high-risk corridors and intersections, and the design and delivery of speed limit changes focused on areas of high safety concern.

The focus is on low-cost interventions at high-risk locations.

An allocation has been provided for regional reactive safety projects to address community needs, while another focus will be roadside barrier and shoulder widening at high-risk locations.

We're delivering a staged safety project on SH16 between Brigham Creek and Waimauku, to make intersections safer, and finishing safety improvements on SH22 Drury (SH1) to Paerata.

Finally, a range of safety interventions will be delivered through our low cost, low risk programme which will be closely coordinated to be delivered alongside scheduled maintenance activities.

Value for money

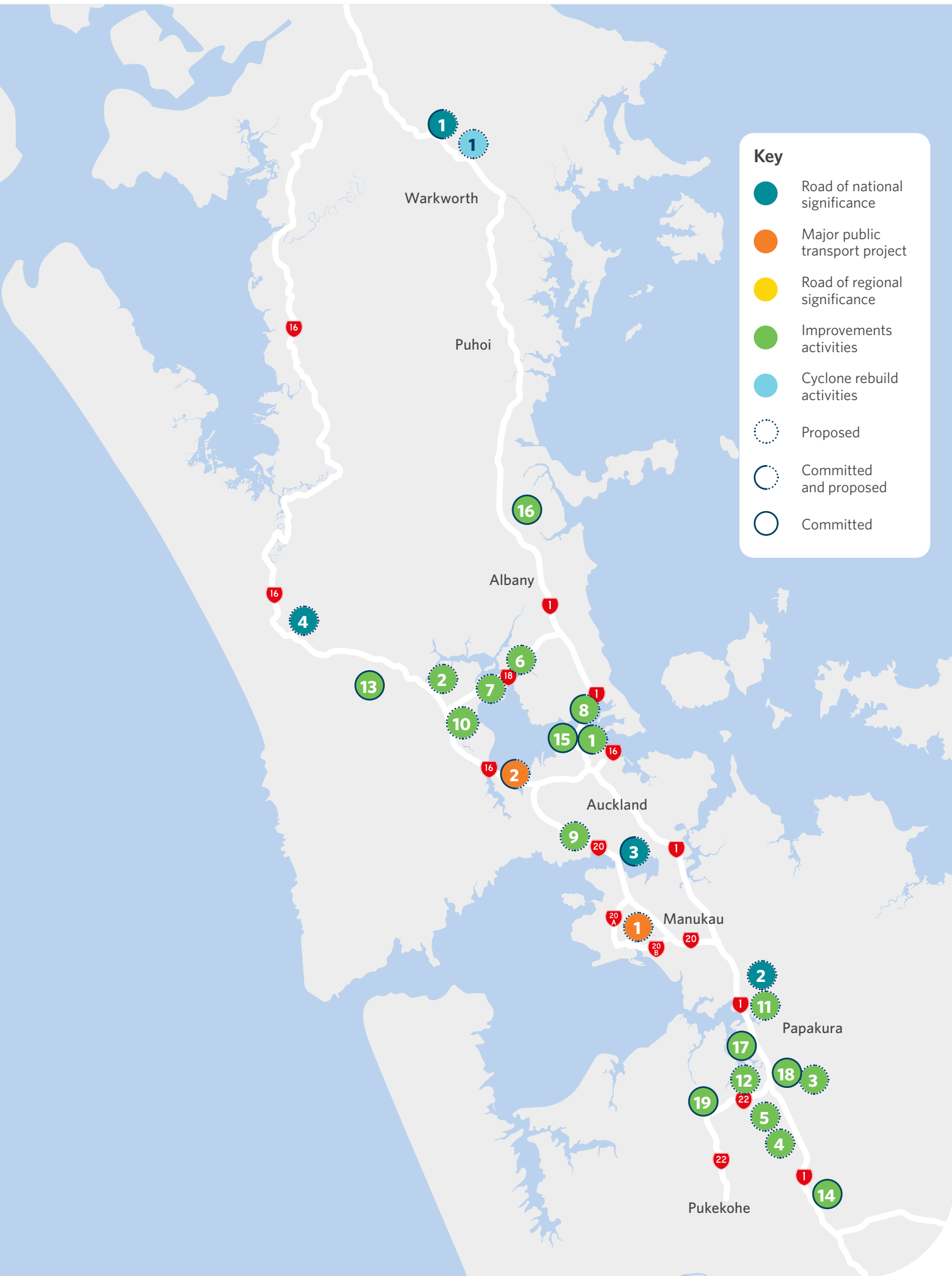
To ensure our programme delivers value for money in the region, we'll be working with our partners to improve the network's performance, getting the most from existing infrastructure and using technology innovation where applicable.

We'll continue to progress the Auckland Network Optimisation Programme in partnership with Auckland Transport. There's a pipeline of more than 200 projects to be delivered over 10 years. Projects include special vehicles lanes, active mode facilities, lane realignment for increased capacity, intersection upgrades as well as new variable message signs, and motorway operation tools. The delivery of the program will be prioritised against the outcomes from the GPS.

Enhanced maintenance will make our network more efficient, while targeted improvements at high-risk locations will provide cost-effective ways of making our roads safer.

We will also look to reduce costs, such as with temporary traffic management, without compromising road worker or user safety.

Alternative funding sources will also be sought as well as ways of delivering better outcomes from available funding to achieve the Government's priorities for the land transport network.



Proposed state highway programme for Auckland region

Ref	Activity name	Activity class	Funding source	Draft GPS priority	2024-27 phase	2027-30 phase	2030-34 phase	10-Year cost
Proposed Roads of National Significance								
1	SH1 Warkworth to Wellsford	SHI	MIX	EGP, SAF	D&C, CON	CON	CON	\$\$\$\$\$
2	Mill Road	SHI	MIX	EGP, SAF	PD, D&C, CON	D&C, CON	CON	\$\$\$\$\$
3	East-West Link	SHI	MIX	EGP, SAF	PD	D&C	D&C, CON	\$\$\$\$
4	North-West Alternative Highway (SH16)	SHI	MIX	EGP, SAF			D&C, CON	\$
-	Auckland Share RoNS Project Development	SHI	MIX	EGP, SAF	PD	PD		\$
-	Auckland Share RoNS Property	SHI	MIX	EGP, SAF	PROP	PROP	PROP	\$\$\$\$
Committed Roads of National Significance								
1	Warkworth to Wellsford	SHI	NLTF	EGP, SAF	PROP	PROP		\$\$\$
2	East West Link	SHI	NLTF	EGP, SAF	PROP	PROP		\$
Proposed major public transport projects								
1	SH20 Airport to Botany Busway	PT	MIX	EGP	PROP	D&C, PROP	PROP, CON	\$\$\$\$
2	North West Rapid Transit	PT	MIX	EGP	RP, D&C, PROP	D&C, PROP, CON	CON	\$\$\$\$\$
Committed major public transport projects								
1	North West Rapid Transit	PT	NLTF	EGP	PD			\$
Proposed improvement activities								
1	Waitemata Harbour Connections	SHI, PT	MIX	EGP, M&R	PD, D&C, PROP	D&C, PROP, CON	CON	\$\$\$\$\$
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	CON	CON	CON	\$
-	Walking and cycling Low Cost Low Risk programme	W&C	NLTF	EGP	CON	CON	CON	\$
-	Public transport infrastructure Low Cost Low Risk programme	PT	NLTF	EGP	CON	CON	CON	\$
2	Supporting Growth Alliance Programme - North West	SHI	NLTF	EGP		PD	D&C	\$

3	Supporting Growth Alliance Programme - South	SHI	NLTF	EGP		PD	D&C	\$\$	
4	SH1 Drury South to Bombay	SHI	NLTF	EGP	RP	PROP	PROP	\$\$	
5	SH1 Drury to Drury South	SHI	NLTF	EGP	RP, PROP	PROP	PROP, D&C	\$\$\$	
6	SH18 Upper Harbour Rapid Transit	PT	NLTF	EGP		PD	PROP, D&C	\$\$	
7	SH18 Squadron Drive Improvements	SHI	NLTF	SAF			D&C, CON	\$\$	
-	Auckland Noise Mitigation - Programme	SHI	NLTF	M&R			CON	\$\$	
-	Auckland Noise Mitigation - Consent conditions	SHI	NLTF	M&R	CON	CON		\$\$	
8	SH1 Weigh Right Albany	SHI	NLTF	SAF	CON			\$\$	
-	SH1 Drury or Nelson Street Commercial Vehicle Regional Safety Centre	SHI	NLTF	SAF		CON		\$	
9	Cross Town Rapid Transit New Lynn to Onehunga	IM	NLTF	EGP		PD		\$	
-	Strategic multimodal connections and Crossings	IM, W&C	NLTF	EGP		PD	PD	\$\$	
10	SH16/SH18 Staging Assessment - SSBC & Refresh	SHI	NLTF	EGP	PD		PD	\$	
-	State Highway Planning in Response to Port future	IM	NLTF	EGP	PD			\$	
11	Mill Road Stage 2 and 3 Route Protection	SHI	NLTF	EGP	PD	PD, D&C		\$\$	
-	Motorway Bridge Safety Screens	SHI	NLTF	SAF			CON	\$\$	
-	Northwestern WX1 Other Works	SHI	NLTF	EGP	CON			\$	
12	SH22 Drury Upgrade	SHI	MIX	EGP		D&C, PROP, CON	CON	\$\$\$	
-	Auckland Network Optimisation Programme Tranche 2	SHI	NLTF	EGP		D&C, CON	D&C, CON	D&C, CON	\$\$\$
-	Auckland Share Environmental PBC	IM	NLTF	M&R	PD			\$	
-	Auckland System Plan	IM	NLTF	All	PD			\$	
-	Auckland Share Digital engineering/ BIM	IM	NLTF	M&R, VFM	PD, CON		CON	\$	
-	Auckland Share Data Driven Structures Asset Management	IM	NLTF	M&R, VFM	CON			\$	
-	Auckland Share Pre-imp for 2027/30 Bridge Replacement	SHI	NLTF	M&R	D&C			\$	
-	Auckland Share VFM Safety improvement programme	SHI	NLTF	SAF, VFM	CON	CON	CON	\$\$	

Committed improvement activities

1	SH1 Additional Waitemata Harbour Connect	SHI	NLTF	EGP, M&R	PROP	PROP		\$\$
-	Crown resilience Low Cost Low Risk programme	SHI	EXT	M&R	CON			\$
-	Supporting Growth Alliance	SHI	NLTF	EGP	D&C, PROP			\$
-	Preventing Wrong Way Drivers on Auckland	SHI	NLTF	SAF	CON			\$
13	SH16 Brigham Creek to Waimauku (Stage 1 and Stage 2)	SHI	NLTF	SAF, EGP	D&C, PROP, CON	CON		\$\$\$
14	Weigh Right Bombay	SHI	NLTF	SAF	CON			\$\$
15	Weigh Right Stanley Street	SHI	NLTF	SAF	CON			\$\$
8	SH1 Weigh Right Albany	SHI	NLTF	SAF	PROP, CON			\$\$
16	O Mahurangi - Penlink	SHI	EXT	M&R	PROP, CON			\$\$\$\$
-	Auckland Crown Funded Resilience	SHI	EXT	M&R	CON			\$\$
17	SH1 Papakura to Drury	SHI	EXT	EGP	D&C, PROP, CON	CON		\$\$\$\$
-	ITS Improvement programme (TransportOS)	SHI	NLTF	M&R	CON			\$\$
-	Auckland Network Optimisation Programme	SHI	NLTF	EGP	D&C, CON			\$\$
18	South Auckland Package - Waihoehoe Road (Drury) Upgrade	SHI	EXT	EGP	D&C, PROP, CON			\$\$\$
-	Legacy PROP - Auckland	SHI	NLTF	EGP	PROP			\$
19	SH22: SH1 Drury to Paerata (corridor)	SHI	NLTF	SAF	D&C	D&C		\$

Proposed cyclone rebuild activities

1	SH1 Dome Valley and Surrounds Slip and Flood Management	SHI	OTH	M&R	PD, D&C, CON	CON		\$\$\$
---	---	-----	-----	-----	--------------	-----	--	--------

Proposed Maintenance Programme

-	Proposed Maintenance, Operations and Renewals Programme	SHPP, SHO	NLTF	M&R, SAF	CON	CON	CON	\$\$\$\$\$
---	---	-----------	------	----------	-----	-----	-----	------------



Waikato

Waikato

An efficient, resilient, safe and reliable transport system in Waikato is vital not only for the region's economy, but for New Zealand's economic prosperity.

Waikato has the fourth largest regional economy and is nationally important for a range of export-focused primary industries. Waikato, Auckland and the Bay of Plenty form the 'golden triangle' - New Zealand's major growth area, where 50 percent of our population lives, and where a significant proportion of our economic activity takes place.

The Waikato state highway and rail networks play a significant role in the country's supply chain, with 32 percent of the nation's freight movements going into, out of, or through the region by rail and road.

Connections to Auckland, Bay of Plenty, Taranaki, and the Lower North Island are all nationally significant freight corridors. State Highway 1 and State Highways 2, 27 and 29 connect Waikato with Auckland and Tauranga and are among the country's busiest.

Waikato's state highway network is vital to the country's economic prosperity and linking people to key destinations. Pōkeno to Tauranga on State Highway 2 is a key interregional and tourism route to the Coromandel Peninsula and Bay of Plenty.

Following the early 2023 weather events, resilience continues to be a strong focus on vulnerable routes across the Waikato network - around the Coromandel Peninsula, to Kāwhia and Raglan and through the Karangahake Gorge.

Economic growth and productivity

Completion of the SH1 Waikato Expressway has improved safety and reliability of the network by allowing the majority of north-south traffic to bypass Hamilton, reducing inter-regional traffic on city roads.

Safety will be improved at State Highway 1 and State Highway 29 at Piarere as construction continues on a new roundabout to replace the existing T-intersection.

Two new Roads of National Significance, Hamilton Southern Links and SH1 Cambridge to Piarere, are expected to reduce congestion, improve safety, boost economic growth, and provide a more resilient roading network. Hamilton Southern Links will also unlock land for housing development, going some way to addressing the population growth the city and region are experiencing.

We'll continue to invest to improve the safety, maintenance, operation, and reliability of key routes in Waikato.

West Hamilton Network Review - a joint business case with Hamilton City Council, which will develop a programme of improvements to address transport and access challenges on the western side of Hamilton, including SH1C/SH3 up to SH23 is also a priority.

We'll also continue developing the long-term plan for SH1 between Taupō and the Desert Road, progressing to an Indicative Business Case for this crucial corridor.

NZTA will prioritise replacement of end-of-life bridges in the Waikato, including SH25 Pepe Stream bridge in Tairua, Coromandel.

Increased maintenance and resilience

We'll increase our investment in the operation and maintenance of the Waikato state highway network alongside our partners to maintain safe, resilient and reliable strategic transport and freight corridors across the region.

Waikato is vulnerable to the effects of climate change and building resilience into the network is a priority across a range of areas, in particular, the Thames Coromandel and Hauraki districts.

NZTA, Thames-Coromandel District Council, Hauraki District Council, and a range of stakeholders worked in partnership to prepare and deliver a response which addressed the immediate and longer-term resilience needs in the Coromandel and parts of Hauraki connecting Coromandel. The next step is seeking funding to deliver the prioritised works to improve network resilience.

Identified as an essential state highway corridor and a Road of National Significance, SH1 Cambridge to Piarere will connect to the existing Waikato Expressway and increase the resilience of our primary state highway by moving the state highway away from the vulnerabilities associated with the current route alongside Lake Karapiro.

SH1 Piarere to Desert Road has an existing Programme Business Case that sets the direction for transport improvements on SH1 between Piarere and Waiouru. The next stages will provide a greater level of detail on what improvements are needed and the ideal timing for these.

From Piarere to Taupō, an Indicative Business Case is proposed to further our understanding of the improvements needed to that part of SH1 and integrate those improvements with other planned works.

In order to understand the long-term transport improvements needed for SH1 Taupō to Desert Road an Indicative Business Case will be developed. This will determine what we need to do to address physical constraints on the current alignment, safety issues and provide an efficient supply chain for the forecast growth in freight.

In the interim, Crown resilience funding is enabling short-term improvements at Te Poporo, the rock outcrop on SH1 near Bulli Point on Lake Taupō, widening the road, making it safer and easier for trucks to pass each other. Further crown resilience funding is improving drainage and stabilising slips at several locations around Waikato region.

The state highway maintenance, operations, and renewals programme in Waikato builds scale for the first 3 years and proposes investment in activities to restore the condition of the network and service levels over the 10 year period. The programme includes:

- a significant increase in road surface and pavement renewals to increase the longevity of new pavements and reduce the incidence of potholes and similar faults and related repair works
- increasing drainage renewals to better deal with the effects of climate change
- increasing safety through the installation and renewal of barriers, safety markings, and digital safety devices
- increasing investment to forward works planning
- delivering work more efficiently by completing maintenance and low cost low risk improvement activities simultaneously, including Crown-funded resilience activities.

The new State Highway Pothole Prevention activity class will also ensure maintenance funds are prioritised and ringfenced for road resealing, road rehabilitation and drainage maintenance.

Safety

Over the next 3 years the focus will be finishing what is currently underway, and beginning the investigation and design of lower cost, value for money safety retrofits in high-risk corridors and intersections. Speed limit changes will be focused on areas of high safety concern.

The new Roads of National Significance will be four lane, grade separated highways which will improve safety in Waikato.

A range of safety interventions will be delivered through our low cost, low risk programme. We'll coordinate closely with maintenance activities to improve safety and resilience as part of these activities.

Planned safety works will continue at a reduced level to finish off sections that have already been started, targeting high risk areas on major corridors and not overlapping with planned major corridor upgrades in the future such as wide centerlines.

The focus of lower cost interventions will be through regional reactive small safety projects and other lower cost interventions identified by the regions at high risk locations such as signs and markings, audio tactile pavement markings and intersection improvements at high risk locations.

In addition, we'll continue to work with commercial vehicle regional safety centres in Taupō, Ōtorohanga, Taupiri, Tātuanui, Mangatarata and Waihi South along State Highways 1, 2, 3 and 27 to improve safety as officers carry out thorough inspections, including vehicle weight and road user charges (RUC), logbook accuracy and driver impairment.

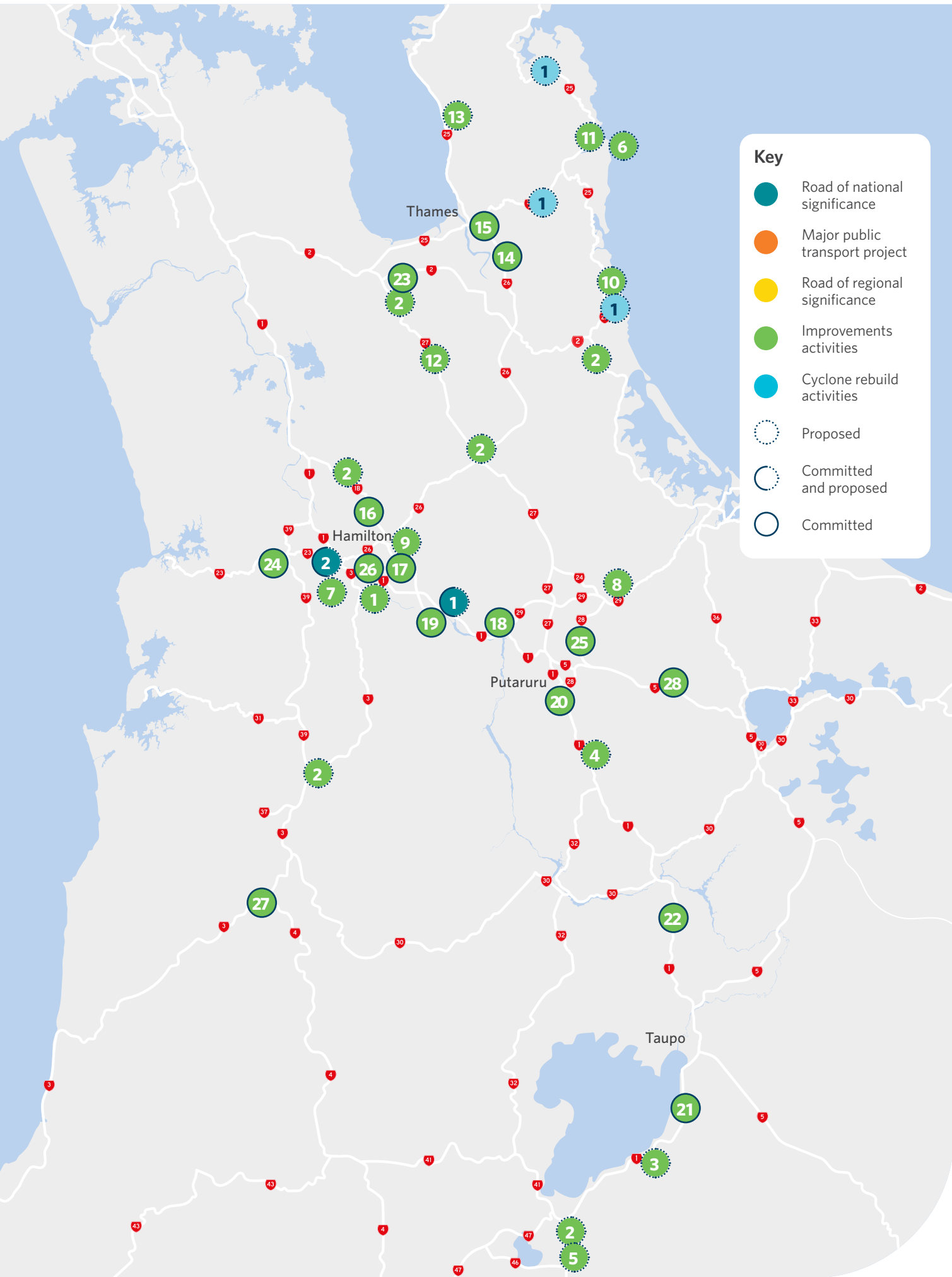
Value for money

To ensure our programme delivers value for money in the region, we'll be working with our partners to improve the network's performance, getting the most from existing infrastructure and using technology innovation where applicable.

Enhanced maintenance will make our network more efficient, while targeted improvements at high-risk locations will provide cost-effective ways of making our roads safer.

We will also look to reduce costs, such as with temporary traffic management, without compromising road worker or user safety.

Alternative funding sources will also be sought as well as ways of delivering better outcomes from available funding to achieve the Government's priorities for the land transport network.



Proposed state highway programme for Waikato region

Ref	Activity name	Activity class	Funding source	Draft GPS priority	2024-27 phase	2027-30 phase	2030-34 phase	10-Year cost
Proposed Roads of National Significance								
1	SH1 Cambridge to Piarere	SHI	MIX	EGP, SAF	D&C, CON	CON	CON	\$\$\$\$\$
2	Hamilton Southern Links	SHI	MIX	EGP, SAF	PD, D&C	CON	D&C, CON	\$\$\$\$
-	Waikato Share RoNS Project Development	SHI	MIX	EGP, SAF	PD	PD		\$
Committed Roads of National Significance								
1	SH1 Cambridge to Piarere Long Term	SHI	NLTF	EGP, SAF	PROP, D&C	PROP	PROP	\$
2	Hamilton Southern Links	SHI	NLTF	EGP	PROP			\$
Proposed improvement activities								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	CON	CON	CON	\$
-	Walking and cycling Low Cost Low Risk programme	W&C	NLTF	EGP	CON	CON	CON	\$
-	Public transport infrastructure Low Cost Low Risk programme	PT	NLTF	EGP	CON	CON	CON	\$
1	SH21 Improvements	SHI	NLTF	SAF	PD, D&C, PROP, CON	CON		\$
2	SH1, SH2, SH3, SH27 Commercial Vehicle Regional Safety Centre	SHI	NLTF	SAF	PROP, CON	CON		\$
3	SH1 - Bulli Point/Te Poporo	SHI	NLTF	M&R	D&C, CON			\$
4	SH1 Piarere to Taupo	SHI	NLTF	SAF, M&R	Project design	Project design		\$
5	SH1 Taupo to Desert Road	SHI	NLTF	SAF	PD			\$
6	SH25 Grahams Stream Bridge (Tairua)	SHI	NLTF	M&R	PD	D&C, PROP, CON		\$
7	West Hamilton Network Review	SHI	NLTF	EGP	PD	PD, D&C, PROP	CON	\$
8	SH29 Piarere to Tauranga	IM	NLTF	SAF, M&R	PD			\$

9	SH1B Telephone Road	SHI	NLTF	SAF	PD, D&C, PROP	CON			\$\$
-	Waikato Share Environmental PBC	IM	NLTF	M&R	PD				\$
-	Waikato System Plan	IM	NLTF	All	PD				\$
-	Waikato Share Digital engineering/BIM	IM	NLTF	M&R, VFM	PD, CON	CON			\$
-	Waikato Share Data Driven Structures Asset Management	IM	NLTF	M&R, VFM	CON				\$
-	Waikato Share Pre-imp for 2027/30 Bridge Replacement	SHI	NLTF	M&R	D&C				\$
10	SH25 Ramarama Stream Bridge EOL Replacement	SHI	NLTF	M&R	CON				\$
11	SH25 Pepe Stream Bridge EOL Replacement	SHI	NLTF	M&R	CON				\$\$
12	SHSH27 Ohinekaua Stream Bridge EOL Replacement	SHI	NLTF	M&R	CON				\$
13	SH25 Boundary Creek Bridge EOL Replacement	SHI	NLTF	M&R	CON				\$
-	Waikato Share VFM Safety improvement programme	SHI	NLTF	SAF, VFM	CON	CON	CON		\$\$\$

Committed improvement activities

-	Crown resilience Low Cost Low Risk programme	SHI	EXT	M&R	CON				\$
11	SH25 Pepe Stream Bridge replacement	SHI	NLTF	M&R	D&C				\$
14	SH26 (Onetai Stream) Bridge Replacement	SHI	NLTF	M&R	CON				\$
15	SH26 Kirikiri Stream Bridge Replacement	SHI	NLTF	M&R	PROP, CON	CON			\$\$
16	Hamilton RR -Wairere/Cobham Interchange	SHI	NLTF	EGP	CON				\$
17	SH1 South-East Hamilton Improvements	SHI	NLTF	EGP	PROP, CON				\$
-	Legacy PROP Waikato21-24	SHI	NLTF	EGP	PROP				\$
18	SH1-29 Intersection Improvements	SHI	EXT	SAF	D&C, CON				\$\$
19	SH1 Cambridge to Piarere safety imp	SHI	NLTF	SAF	D&C, CON				\$\$
20	SH1 Piarere to Tokoroa Corridor Safety	SHI	NLTF	SAF	D&C, PROP				\$

21	SH1 Taupo Airport to Hatepe	SHI	NLTF	SAF	D&C, PROP			\$
22	SH1 Tokoroa to Taupo - CI Stage 2	SHI	NLTF	SAF	D&C			\$
23	SH2 and SH27 IS	SHI	NLTF	SAF	D&C			\$
24	SH23 and SH39 IS	SHI	NLTF	SAF	D&C			\$
25	SH29 Piarere to SH28	SHI	NLTF	SAF	D&C, PROP, CON			\$\$
26	SH3 and Raynes Rd IS	SHI	NLTF	SAF	D&C			\$
27	SH3 and SH4 IS	SHI	NLTF	SAF	D&C			\$
28	SH5 Tirau to Tarukenga Marae Rd	SHI	NLTF	SAF	D&C, CON			\$
22	SH1 Tokoroa to Taupo Safer Corridor	SHI	NLTF	SAF	D&C, CON			\$

Proposed cyclone rebuild activities

1	Coromandel Network Resilience (Overslips/Flooding) Priority 1	SHI	OTH	M&R	PD, D&C, PROP, CON	CON	CON	\$\$\$\$
---	---	-----	-----	-----	-----------------------------	-----	-----	----------

Committed cyclone rebuild activities

-	EW Gabrielle Waikato RW	SHI	EXT	M&R	CON			\$\$
---	-------------------------	-----	-----	-----	-----	--	--	------

Proposed maintenance programme

-	Proposed Maintenance, Operations and Renewals Programme	SHPP, SHO	NLTF	M&R, SAF	CON	CON	CON	\$\$\$\$
---	---	--------------	------	-------------	-----	-----	-----	----------



Te Moana a Toi-te-Huatahi

Bay of Plenty

Te Moana a Toi-te-Huatahi

Bay of Plenty

The state highway network plays a crucial role in the Bay of Plenty, connecting people and freight to the golden triangle cities of Tauranga, Auckland and Hamilton, and beyond.

It's important that the state highway network is resilient, reliable, and safe. The Bay of Plenty has a poor road safety record, with more than 200 deaths and serious injuries every year. To improve resilience and safety there must be an ongoing focus on boosting safety with targeted infrastructure improvements and maintaining the state highway network.

Bay of Plenty's 2 new Roads of National Significance, SH29 Tauriko West and Takitimu North Link Stage 2, will reduce congestion, improve safety, support housing development, boost economic growth, and provide a more resilient roading network within the region.

The state highways connecting Waikato and the Port of Tauranga have national economic significance with Tauranga being New Zealand's primary export port.

Economic growth and productivity

The Port of Tauranga is the largest sea port in New Zealand by freight volume, and the Bay of Plenty economy relies heavily on the state highway network to support freight to and from the port and associated industries.

The state highways provide crucial transport corridors for the movement of goods and services between Bay of Plenty and other parts of the North Island, including Auckland and Hamilton, and east towards Gisborne and Rotorua. Current congestion and poor trip reliability, along with safety and resilience issues, creates challenges with freight efficiency and productivity in the region.

Tauriko and the broader western corridor is a significant growth area in the Western Bay of Plenty. The new Road of National Significance on SH29 will enable the development of new communities which will be well connected to neighbouring areas and Tauranga, as well as providing efficient and reliable inter-regional freight access.

The priority for the Tauriko Network Connections project, which looks at transport upgrades to SH29, SH29A and SH36 is to protect the route under the Resource Management Act. The proposed works will be completed in multiple stages; first the replacement of the Omanawa Bridge.

A second Road of National Significance is planned in the region on SH2 in the northern corridor – Takitimu North Link Stage 2. This second stage of the Takitimu North Link project is expected to build on the benefits of Stage 1; improve safety, boost economic growth, and provide greater network resilience.

The Connecting Mount Maunganui project is focused on improving transport in the Mount Maunganui area, including SH2 Hewletts Road, Tōtara Street and Maunganui Road. Along with our partners, NZTA and Tauranga City Council are working on ways to improve travel time reliability safety and environmental outcomes, and boost public transport use. This project aligns with Tauranga’s industrial and residential spatial plans for the area to achieve these outcomes.

On SH36 the Hauraki Stream Culvert is at the end of its economic life and will be replaced with a modern equivalent.

Increasing maintenance and resilience

We are working to build greater resilience into the network to minimise disruption following natural events. We want to ensure our roads can better withstand the impact of these events; that there are planned alternative routes when roads are closed; and that roads are reopened sooner to restore vital access to our communities.

Resilience improvements will focus on a range of improvements to address areas at risk of slips, flooding, coastal erosion and coastal inundation.

SH2 between Awakeri and Ōpōtiki has a range of resilience and safety challenges coupled with limited local road detour options. A Programme Business Case is proposed to take a long-term view of the future of this network to provide reliable access into the future.

SH2 Waioeka Gorge resilience and safety improvements recommended by the Tairāwhiti-Wairoa Resilience Strategic Response will enhance the connection between the East Coast and the Eastern Bay of Plenty.

The state highway maintenance, operations, and renewals programme in the Bay of Plenty builds scale for the first 3 years and proposes investment in activities to restore the condition of the network and service levels over the 10-year period.

The programme includes:

- A significant increase in road surface and pavement renewals activity to increase the longevity of new pavements and reduce the incidence of potholes and similar faults and related repair works,
- increasing drainage renewals to better deal with the effects of climate change,
- increasing safety through the installation and renewal of barriers, safety markings, and digital safety devices,
- increasing investment for forward works planning,
- delivering work more efficiently by doing maintenance and low-cost, low-risk improvement activities, simultaneously, including Crown-funded resilience activities.

The new State Highway Pothole Prevention activity class will also ensure that maintenance funds are prioritised and ringfenced for road resealing, road rehabilitation and drainage maintenance.

We’ll increase our investment in the operation and maintenance of the Bay of Plenty state highway network, working alongside our partners, to maintain safe and reliable strategic freight corridors across the region.

Safety

Over the next 3 years we'll roll out lower cost, value for money safety improvements on the state highway network in the Bay of Plenty. These will include the design and delivery of lower cost, value for money safety retrofits in high-risk corridors and intersections, and the design and delivery of speed limit changes focused on areas of high safety concern.

Another focus will be signs and markings, audio tactile pavement markings, intersection speed zones and shoulder widening at high-risk locations.

We'll continue to work in partnership with key agencies, including NZ Police, to support the delivery of regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use.

Our increased investment in maintenance and renewal and safety improvement activities, will improve safety across the network, helping to reduce deaths and serious injuries.

Included within our bid is a significant increase in funds to improve the quality of our pavements, building greater resilience into the network to reduce potholes and improve overall skid resistance of the road surface. More investment in drainage maintenance will better protect the pavement and improve the life of the asset.

The proposal includes a new Commercial Vehicle Regional Safety Centre in Ōpōtiki. These high-tech centres check that freight operators are complying with regulations to keep everyone safe, check for overloading which can damage the roading network, and also help to support economic growth.

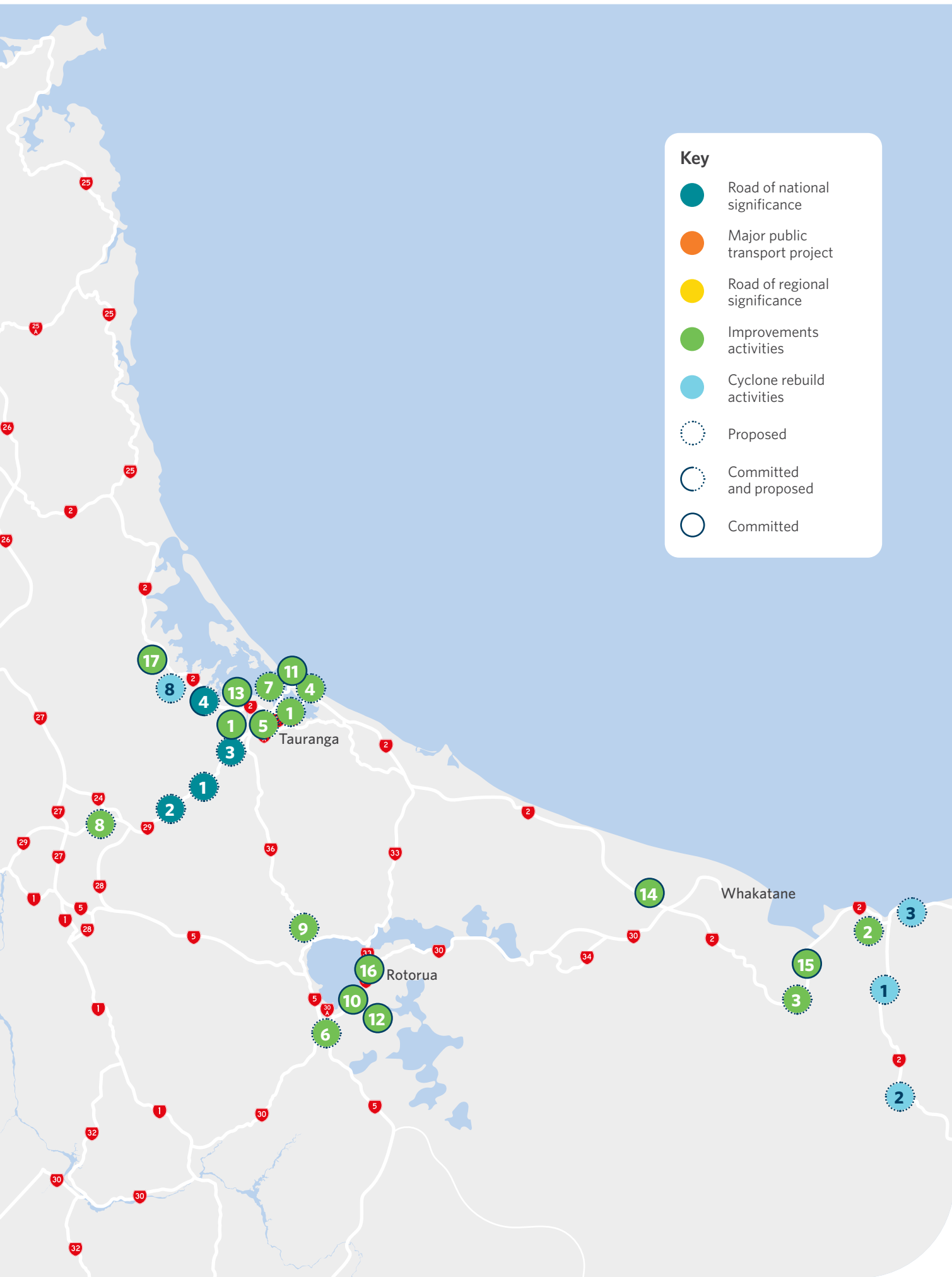
Value for money

To ensure our programme delivers value for money in the region, we'll be working with our partners to improve the network's performance, getting the most from existing infrastructure and using technology innovation where applicable.

Enhanced maintenance will make our network more efficient, while targeted improvements at high-risk locations will provide cost-effective ways of making our roads safer.

We will also look to reduce costs, such as with temporary traffic management, without compromising road worker or user safety.

Alternative funding sources will also be sought as well as ways of delivering better outcomes from available funding to achieve the Government's priorities for the land transport network.



Proposed state highway programme for Bay of Plenty region

Ref	Activity name	Activity class	Funding source	Draft GPS priority	2024-27 phase	2027-30 phase	2030-34 phase	10-Year cost
Proposed Roads of National Significance								
1	SH29 Tauriko West Stage 1 Route Protection	SHI	MIX	EGP, SAF	RP	RP		\$
2	SH29 Tauriko Stage 2 Omanawa Bridge	SHI	MIX	EGP, SAF	D&C, CON			\$\$\$
3	SH29A Tauriko Stage 3 Improvements	SHI	MIX	EGP, SAF	D&C	CON	CON	\$\$\$\$\$
4	Takitimu Northern Link Stage 2	SHI	MIX	EGP, SAF	D&C	CON	CON	\$\$\$\$\$
-	Bay of Plenty Share RoNS Project Development	SHI	MIX	EGP, SAF	PD	PD		\$
-	Bay of Plenty Share RoNS Property	SHI	MIX	EGP, SAF	PROP	PROP	PROP	\$\$\$\$\$
Committed Roads of National Significance								
4	Takitimu North Link Stage 2 - Route Protection	SHI	OTH	EGP	PD, RP, PROP	RP		\$\$
Proposed improvement activities								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	CON	CON	CON	\$\$
-	Walking and cycling Low Cost Low Risk programme	W&C	NLTF	EGP	CON	CON	CON	\$\$
-	Public transport infrastructure Low Cost Low Risk programme	PT	NLTF	EGP	CON	CON	CON	\$
1	Weigh Right Tauranga port	SHI	NLTF	SAF	PROP, CON			\$\$
2	SH2 Opotiki Commercial Vehicle Regional Safety Centre	SHI	NLTF	SAF		CON		\$
3	SH2 Awakeri to Opotiki Resilience	SHI	NLTF	M&R	PD	PD, D&C, PROP, CON	CON	\$\$
4	Connecting Mount Maunganui	SHI	NLTF	EGP	PD, D&C, PROP, CON	D&C, PROP, CON	CON	\$\$\$\$\$
5	Takitimu North Link Stage 1 Revocation	SHI	NLTF	EGP	PROP, D&C	CON		\$\$
6	SH30A Urban Revitalisation, Connect Rotorua	SHI	NLTF	EGP	D&C, CON			\$\$
7	Western Bay of Plenty Managed Lanes	SHI	NLTF	EGP	PD, D&C, PROP, CON	CON		\$\$
8	SH29 Piarere to Tauranga	IM	NLTF	EGP, SAF	PD			\$
-	Bay of Plenty Share Environmental PBC	IM	NLTF	M&R	PD			\$
-	Bay of Plenty System Plan	IM	NLTF	All	PD			\$
-	Bay of Plenty Share Digital engineering/ BIM	SHI	NLTF	M&R, VFM	PD, CON	CON		\$

-	Bay of Plenty Share Data Driven Structures Asset Management	IM	NLTF	M&R, VFM	CON				\$
-	Bay of Plenty Share Pre-imp for 2027/30 Bridge Replacement	SHI	NLTF	M&R	D&C				\$
9	SH36 Hauraki Stream Culvert EOL Replacement	SHI	NLTF	M&R	CON				\$
-	Bay of Plenty Share VFM Safety improvement programme	SHI	NLTF	SAF, VFM	CON	CON	CON	CON	\$\$

Committed improvement activities

-	Crown resilience Low Cost Low Risk programme	SHI	OTH	M&R	CON				\$
5	Takitimu North Link Stage 1	SHI	OTH	SAF	PROP, CON	CON			\$\$\$\$
10	CIP SH30 Eastern Corridor, Rotorua	SHI	OTH	EGP	CON				\$
11	Combined PT services and infrastructure	PT	NLTF	EGP	PD				\$\$
-	Western BoP System Plan NZTA	IM	NLTF	EGP	PD				\$
12	SH30 Eastern Corridor Connect Rotorua	SHI	NLTF	EGP	CON				\$
13	SH2 Omokoroa to Te Puna safety imp	SHI	NLTF	SAF	D&C				\$
14	SH30 Awakeri to Whakatane	SHI	NLTF	SAF	D&C				\$
15	SH2: Wainui Rd to Opotiki, NSRRP	SHI	NLTF	SAF	D&C, CON				\$\$
16	SH33 Te Ngae Junction to Paengaroa, NSRRP	SHI	NLTF	SAF	CON				\$
17	WT2 Waihi to Omokoroa	SHI	NLTF	SAF	PROP, D&C, CON				\$\$

Proposed cyclone rebuild activities

1	SH2 BOP Opotiki to Napier - Highest Resilience Risk Sites	SHI	OTH	M&R	PD, D&C, PROP, CON	CON	CON		\$\$\$\$
2	SH2 Waioeka Gorge	SHI	OTH	M&R	PD, D&C, PROP, CON	CON			\$\$\$
3	SH35 BOP Opotiki to Gisborne Priority 1	SHI	OTH	M&R		D&C, PROP, CON	D&C, PROP, CON		\$\$\$

Committed cyclone rebuild activities

-	EW TREC Garbielle Recovery BOP	SHI	EXT	M&R	CON				\$\$
---	--------------------------------	-----	-----	-----	-----	--	--	--	------

Proposed maintenance programme

-	Proposed Maintenance, Operations and Renewals Programme	SHPP, SHO	NLTF	M&R, SAF	CON	CON	CON		\$\$\$\$\$
---	---	-----------	------	----------	-----	-----	-----	--	------------



Tairāwhiti

Gisborne

Tairāwhiti

Gisborne

The state highway network plays a crucial role connecting people and freight in Gisborne. The region is highly dependent on SH2, which is essential to support the primary production-based economy of forestry, fishing, sheep and beef farming, horticulture, and viticulture.

A series of severe weather events in the last 18 months have left extensive damage across the Gisborne's state highway network. The scale of damage is significant and it will take time to repair. Our priority remains building resilience into the network along SH2.

The next 30 years will see a growing risk of damage to our network because of increased rain and storm intensity, coastal and soil erosion, sea level rise, flooding, slips, and storm surges. Even before severe weather disruption, maintaining safe and reliable connections to Eastland Port, Hawke's Bay, and Bay of Plenty were critical for the region's economy.

Uncertainty over the resilience of the state highway network has the potential to impact on business investment and employment. Closures along SH2 Waioeka Gorge, which connects Gisborne with Bay of Plenty, affects the time sensitive delivery of food produce to ports and market, as well as isolating communities.

Resolving these issues and mitigating the effects of future weather events is a key focus of the recovery work underway across Gisborne and is a core part of this State Highway Investment Proposal.

Economic growth and productivity

While the primary focus for NZTA across Gisborne in the next 3 years is to support the Transport Rebuild East Coast (TREC) Alliance in progressing the design, consenting, and delivery of physical works on the state highway and rail networks over the coming years to enable safe, reliable, and resilient access for the region's primary industries to market, we will also continue investigation and pre-implementation of improved access to Eastland Port, working with the Gisborne District Council.

TREC recovery, resilience, and rebuild projects being investigated include SH35 Mangahauini Gorge, SH35 Hikuwai Bridges, SH2 from Ōpōtiki to Napier, SH5 Napier to Taupō, SH2 Devil's Elbow, and SH2/5 at Eskdale. In addition, SH2 Waikare Gorge realignment and SH2 Waioeka Gorge have completed detailed business cases prior to Cyclone Gabrielle and are being updated.

Increased maintenance and resilience

Following Cyclone Gabrielle, key corridors across the Tairāwhiti region have been reopened, and we're using short-term measures to keep the region moving while recovery works continue. In the medium-term, we will deliver the recovery, resilience, and rebuild programme through TREC. This is a broad programme of work across all state highways that will deliver quick-win reinstatement across the region before focusing on more complex recovery issues.

We're planning considerable investment along SH2 to replace lost infrastructure and ensure more reliable access to and from the Hawke's Bay, as well as considerable emergency works along SH35 corridor to address critical sites, while we explore how the corridor can better withstand future weather events.

This work builds on our existing programme of work already done in the region, including the Tairāwhiti Rooding Package, to build greater resilience into the network. All future works are subject to funding.

Additionally, we'll increase our investment in the operation and maintenance of the Gisborne state highway network alongside our partners to maintain safe and reliable strategic freight corridors across the region. The state highway maintenance, operations, and renewals programme in Gisborne builds scale for the first 3 years and proposes investment in activities to restore the condition of the network and service levels over the 10-year period. The programme includes:

- a significant increase in road surface and pavement renewals activity to increase the longevity of new pavements and reduce the incidence of potholes and similar faults and related repair works
- increasing drainage renewals to better deal with the effects of climate change
- increasing safety through the installation and renewal of barriers, safety markings, and digital safety devices
- increasing investment in forward works planning
- delivering work more efficiently by doing low cost low risk improvement activities simultaneously, including Crown-funded resilience activities.

The new State Highway Pothole Prevention activity class will also ensure that maintenance funds are prioritised and ringfenced for road resealing, road rehabilitation and drainage maintenance.

We'll increase our investment in the operation and maintenance of the Gisborne state highway network, working with our partners, to maintain safe and reliable strategic freight corridors across the region. Continual improvements will be delivered through the maintenance and renewals programme, and investment in low cost low risk projects along the network.

Safety

Over the next 3 years the focus for safety will be embedding safety improvements into our cyclone recovery work. We'll also coordinate the cyclone recovery work and our planned maintenance activities to achieve value for money outcomes for the region.

We'll roll out lower cost, value for money safety improvements on the state highway network. These will include the design and delivery of lower cost, value for money safety retrofits in high-risk corridors and intersections, and the design and delivery of speed limit changes focused on areas of high safety concern.

Our increased investment in maintenance and renewal activities, pavement and surfacing renewals, some of which will be low cost low risk, will all contribute to improving safety across the network.

A range of safety interventions will also be delivered through our low cost, low risk programme.

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

This proposal also includes a new Commercial Vehicle Regional Safety Centre the intersection of SH2, SH35 Hamanatua and Gisborne Airport. These high-tech centres check that freight operators are complying with regulations to keep everyone safe, check for overloading which can damage the rooding network, and also help to support economic growth.

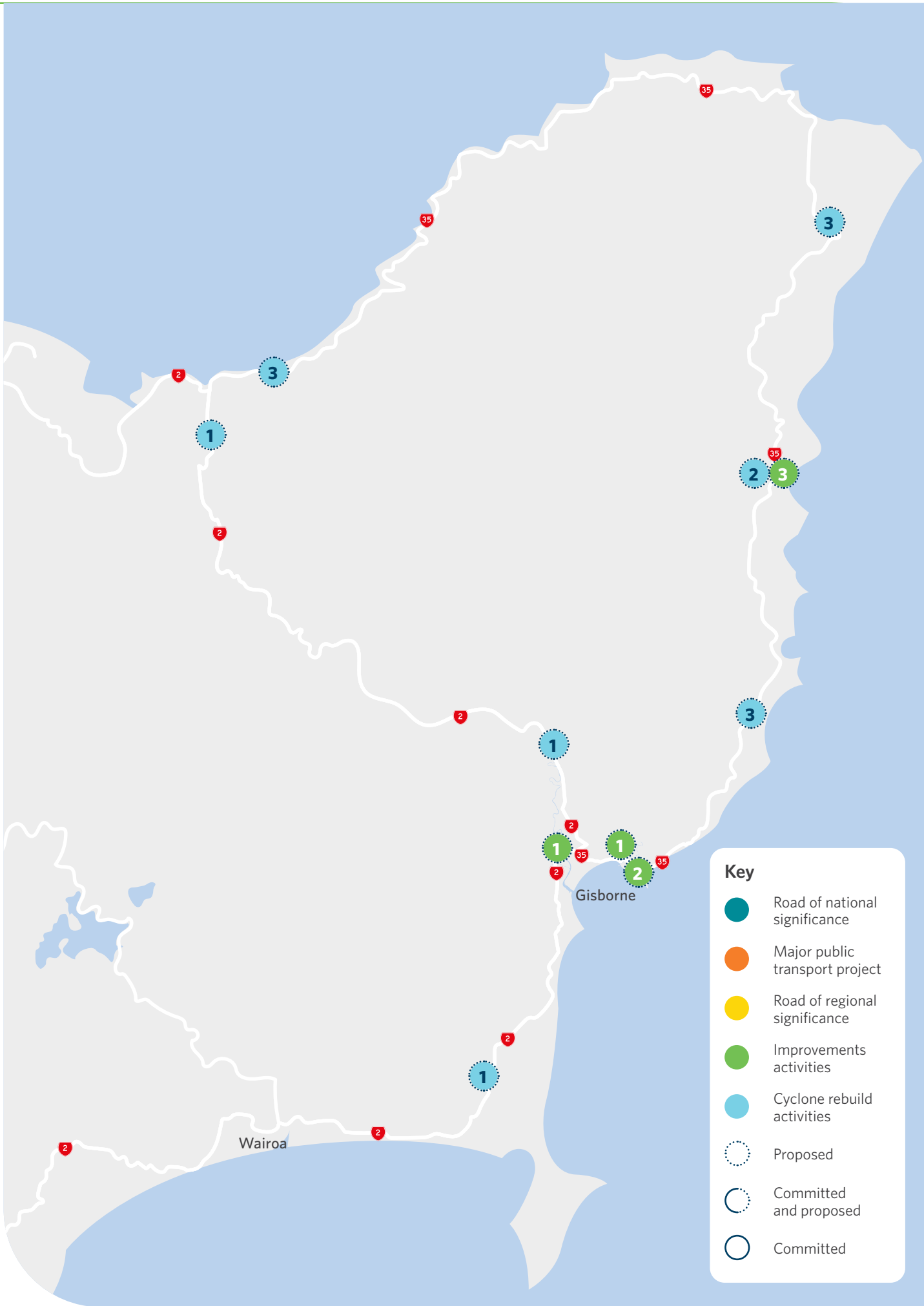
Value for money

To ensure our programme delivers value for money in the region, we'll be working with our partners to improve the network's performance, getting the most from existing infrastructure and using technology innovation where applicable.

Enhanced maintenance will make our network more efficient, while targeted improvements at high-risk locations will provide cost-effective ways of making our roads safer.

We will also look to reduce costs, such as with temporary traffic management, without compromising road worker or user safety.

Alternative funding sources will also be sought as well as ways of delivering better outcomes from available funding to achieve the Government's priorities for the land transport network.



Proposed state highway programme for Gisborne region

Ref	Activity name	Activity class	Funding source	Draft GPS priority	2024-27 phase	2027-30 phase	2030-34 phase	10-Year cost
Proposed improvement activities								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	CON	CON	CON	\$\$
-	Walking and cycling Low Cost Low Risk programme	W&C	NLTF	EGP	CON	CON	CON	\$
-	Public transport infrastructure Low Cost Low Risk programme	PT	NLTF	EGP	CON	CON	CON	\$
1	SH2, SH35 Hamanatua and Gisborne Airport Commercial Vehicle Regional Safety Centres	SHI	NLTF	SAF	PROP, CON	CON		\$
2	Eastland Port Access	SHI	NLTF	EGP		D&C, PROP	CON	\$\$
-	Gisborne Share Environmental PBC	IM	NLTF	M&R	PD			\$
-	Gisborne System Plan	IM	NLTF	All	PD			\$
-	Gisborne Share Digital engineering/BIM	IM	NLTF	M&R, VFM	PD, CON	CON		\$
-	Gisborne Share Data Driven Structures Asset Management	IM	NLTF	M&R, VFM	CON			\$
-	Gisborne Share Pre-imp for 2027/30 Bridge Replacement	SHI	NLTF	M&R	D&C			\$
3	SH35 Mangahauini No. 1 Bridge EOL Replacement	SHI	NLTF	M&R	CON			\$
-	Gisborne Share VFM Safety improvement programme	SHI	NLTF	SAF, VFM	CON	CON	CON	\$\$
Committed improvement activities								
-	Crown resilience Low Cost Low Risk programme	SHI	EXT	M&R	CON			\$
Proposed cyclone rebuild activities								
1	SH2 GIS Opotiki to Napier - Highest Resilience Risk Sites	SHI	OTH	M&R	PD, D&C, PROP, CON	CON	CON	\$\$\$\$
2	SH35 Mangahauini Gorge and surrounds immediate works	SHI	OTH	M&R	PD, D&C, PROP, CON	CON		\$\$\$
3	SH35 GIS Opotiki to Gisborne Priority 1	SHI	OTH	M&R		D&C, PROP, CON	D&C, PROP, CON	\$\$\$
Committed cyclone rebuild activities								
-	EW TREC Gabrielle Recovery Tai	SHI	EXT	M&R	CON	CON		\$\$\$
Proposed maintenance programme								
-	Proposed Maintenance, Operations and Renewals Programme	SHPP, SHO	NLTF	M&R, SAF	CON	CON	CON	\$\$\$\$



Te Matau-a-Māui

Hawke's Bay

Te Matau-a-Māui Hawke's Bay

Our focus across Hawke's Bay is to progress the rebuild of the state highway network to ensure critical transport corridors are functional and build increased resilience into the network to safeguard against future weather events.

This will help revitalise the region's tourism sector and enable primary industries such as horticulture, wine, sheep and beef farming and processing to move their freight more easily.

Log volumes for export at Napier Port are forecast to grow. The freight task in Te Matau-a-Māui in 2017–2018 was 9.4 million tonnes, or around 3 percent of the country's total. A total of 96.8 percent of the freight task tonnage in Hawke's Bay was moved by road.

The next 30 years will see a growing risk of damage to road and rail networks because of increased rain and storm intensity, coastal and soil erosion, sea level rise, flooding, slips, and storm surges. There is a significant amount of planning going into boosting the strategic resilience of the region's state highway work, and following the damage caused by Cyclone Gabrielle, this work has increased at pace.

Wairoa, and access to the airport at Hawke's Bay are vulnerable to coastal erosion and the long-term effects of climate change. The region provides important connections to the north and inland to Palmerston North. There are risks of land slips along these routes that could worsen with changing weather patterns.

The four-laning of the State Highway 2 Hawke's Bay Expressway has been included in the draft GPS as a Road of National Significance and will improve access for people and communities, allow for greater freight movements and support economic growth and prosperity within the region.

The construction of Te Ahu a Turanga: Manawatū-Tararua Highway, an alternative road between Manawatū and Hawke's Bay, is important for supporting the safe, reliable, and efficient movement of people and freight.

State Highway 5 Napier to Taupō is a vital link for people and freight to and from the East Coast as well as the Napier Port. There is a significant amount of work underway on SH5 to identify options for improved resilience and additional safety improvements are planned.

As well as essential post-cyclone works, we'll work to ensure the state highway network is well maintained, safe and more resilient to natural hazards.

Economic growth and prosperity

Our regional focus remains on rebuilding the state highway network as quickly as possible, reconnecting communities and keeping people safe. The potential for ongoing weather-related events and the anxiety this causes reflects the environment we're working in and the challenges facing the roading network.

As well as continuing to restore parts of the network affected by Cyclone Gabrielle, the SH2 Hawke's Bay Expressway Road of National Significance will reduce congestion, improve safety, support opening up new areas for housing, boost economic growth, and provide a more resilient roading network.

In addition, our proposed programme of work for SH5 will support the local economy by helping to accommodate for forecast growth, increase reliability for freight and improving safety.

Increased maintenance and resilience

Resilience is a primary focus of our programme in Hawke's Bay. Natural hazards like landslips, flooding and coastal inundation/erosion will continue to provide challenges for the region as climate change increases the severity of weather events. The region is also vulnerable to earthquakes and liquefaction.

Cyclone Gabrielle has damaged large sections of highways and rail infrastructure resulting in significant road closures and disruption in access for communities, freight, primary industries, and tourism.

The impacts on the state highway network disrupted both local and regional connectivity for months, affecting not only the movement of people but also the transportation of goods and services. The scale and increasing frequency of extreme weather events has necessitated a strategic resilience response for the transport network in Hawke's Bay. This is being implemented with urgency.

The work programmes seek to deliver greater resilience to natural hazards and current and future climate risk, more equitable access to lift socio-economic outcomes for regions, supporting Māori aspirations, while enabling sustainable regional economic development. More resilient transport supports increased regional productivity and prosperity for the wider New Zealand economy.

The programmes of work that have been developed are broad at this stage and there is significantly more engagement to be undertaken and decisions to be made to progress individual projects. There are opportunities to partner with iwi and hapū, and community co-design opportunities.

The Transport Rebuild East Coast Alliance (TREC) will lead the design, consenting and delivery of physical works on the state highway and rail networks over the coming years.

We'll also seek to deliver minor resilience enhancements along SH38, focusing on retaining access between Wairoa and Waikaremoana. Beyond the rebuild work, our priority is to maintain and renew the state highway network to pre-cyclone levels, to increase the resilience of the highway network.

A 4-kilometre realignment and new bridge across the Waikare Gorge on SH2 at Putorino (north of Napier) is progressing with consenting. This programme was planned before Cyclone Gabrielle with slips and rockfall repeatedly closing the area. During Cyclone Gabrielle, the SH2 Waikare Gorge bridge was washed out and a Bailey bridge is currently in place.

Continual improvements will be delivered through the maintenance and renewals programme, and investment in low-cost low-risk projects along the network.

We'll increase our investment in the operation and maintenance of the Hawke's Bay state highway network alongside our partners to maintain safe and reliable strategic freight corridors across the region.

The state highway maintenance, operations, and renewals programme in Hawke's Bay builds scale for the first 3 years and proposes investment in activities to restore the condition of the network and service levels over the 10-year period. The programme includes:

- a significant increase in road surface and pavement renewals to increase the longevity of new pavements and reduce the incidence of potholes and similar faults and related repair works
- increasing drainage renewals to better deal with the effects of climate change
- increasing safety through the installation and renewal of barriers, safety markings, and digital safety devices
- increasing investment to forward works planning
- delivering work more efficiently by doing low-cost low-risk improvement activities simultaneously, including Crown-funded resilience activities.

The new State Highway Pothole Prevention activity class will also ensure that maintenance funds are prioritised and ringfenced for road resealing, road rehabilitation and drainage maintenance.

Safety

Over the next three years we'll roll out lower cost, value for money safety improvements on the state highway network. These will include the design and delivery of lower cost, value for money safety retrofits in high-risk corridors and intersections, and the design and delivery of speed limit changes focused on areas of high safety concern.

The focus for the region is low cost interventions at high risk locations. An allocation has been provided for regional reactive safety projects to address community needs. Another focus will be audio tactile pavement markings at high risk locations.

We will be improving road safety to reduce road deaths and serious injuries. Investment will be in road policing and enforcement, fixing potholes and increasing the level of road maintenance completed on the network to make our roads safer.

This will have the added benefit of delivering more cost-effective infrastructure investments that will help to improve the safety of road users through safe infrastructure.

Road safety investment is also directed to educating road users through road safety promotion.

We'll also place a high emphasis on coordination with cyclone recovery work, planned maintenance activities, and improve safety on SH5 Napier to Taupō over the next three years.

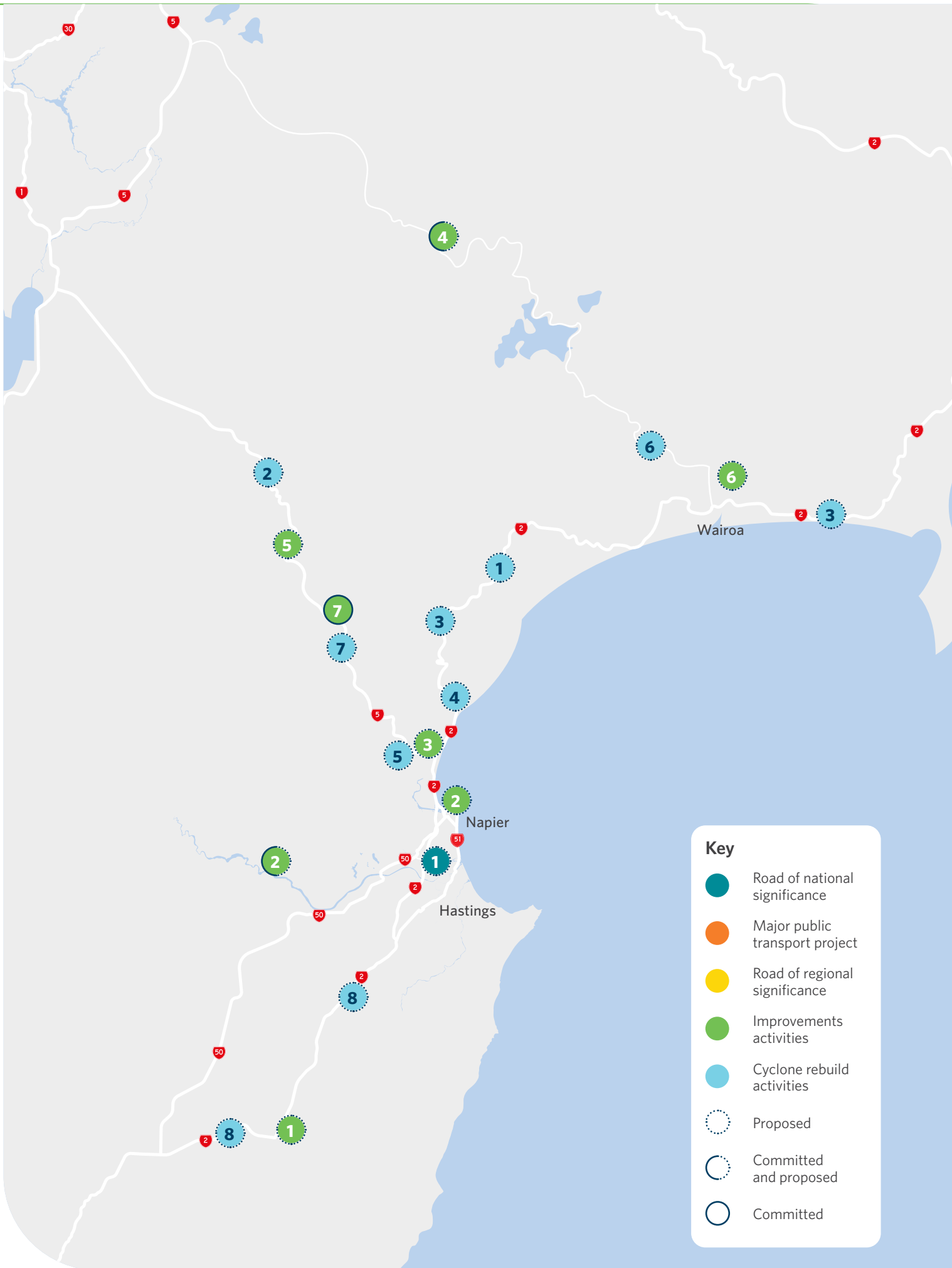
Value for money

To ensure our programme delivers value-for-money in the region, we'll be working with our partners to improve the network's performance, getting the most from existing infrastructure and using technology innovation where applicable.

Enhanced maintenance will make our network more efficient, while targeted improvements at high-risk locations will provide cost-effective ways of making our roads safer.

We will also look to reduce costs, such as with temporary traffic management, without compromising road worker or user safety.

Alternative funding sources will also be sought as well as ways of delivering better outcomes from available funding to achieve the Government's priorities for the land transport network.



Proposed state highway programme for Hawke's Bay region

Ref	Activity name	Activity class	Funding source	Draft GPS priority	2024-27 phase	2027-30 phase	2030-34 phase	10-Year cost
Proposed Roads of National Significance								
1	SH2 Hawkes Bay Expressway	SHI	MIX	EGP, SAF	PD, RP, D&C, CON	D&C, CON	CON	\$\$\$\$
-	Hawkes Bay Share RoNS Project Development	SHI	MIX	EGP, SAF	PD	PD		\$\$
-	Hawkes Bay Share RoNS Property	SHI	MIX	EGP, SAF	PROP			\$
Proposed improvement activities								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	CON	CON	CON	\$\$
-	Walking and cycling Low Cost Low Risk programme	W&C	NLTF	EGP	CON	CON	CON	\$
-	Public transport infrastructure Low Cost Low Risk programme	PT	NLTF	EGP	CON	CON	CON	\$
1	SH2 Waipukurau revocation	SHI	NLTF	SAF		PD, D&C, CON		\$
2	Weigh Right Napier Port	SHI	NLTF	SAF	CON			\$\$
3	SH2 Eskdale Commercial Vehicle Regional Safety Centre	SHI	NLTF	SAF	PROP, CON	PROP, CON		\$
-	Hawkes Bay SH and LR Future Function and Form Review	SHI	NLTF	EGP	PD			\$
4	SH38 Wairoa to Murupara Stage 2	SHI	NLTF	M&R		CON		\$
-	Hawkes Bay Share Environmental PBC	IM	NLTF	M&R	PD			\$
-	Hawkes Bay System Plan	IM	NLTF	All	PD			\$
-	Hawkes Bay Share Digital engineering/ BIM	IM	NLTF	M&R, VFM	PD, CON	CON		\$
-	Hawkes Bay Share Data Driven Structures Asset Management	IM	NLTF	M&R, VFM	CON			\$
5	SH5 Napier to Taupo Improvements	SHI	NLTF	SAF	D&C, CON	CON		\$\$\$
-	Hawkes Bay Share Pre-imp for 2027/30 Bridge Replacement	SHI	NLTF	M&R	D&C			\$
6	SH38 Frasertown Bridge EOL Replacement	SHI	NLTF	M&R	CON			\$
-	Hawkes Bay Share VFM Safety improvement programme	SHI	NLTF	SAF, VFM	CON	CON	CON	\$\$

Committed improvement activities

4	SH38 Wairoa to Murupara Business Case	SHI	NLTF	M&R	D&C, CON			\$
7	SH5 Matea Road to SH2 S IMPR	SHI	NLTF	SAF	D&C			\$\$

Proposed cyclone rebuild activities

1	SH2 Waikare Gorge Realignment	SHI	OTH	M&R	D&C, PROP, CON	CON	CON	\$\$\$\$
2	SH5 Taupo to Napier - Highest Resilience Risk Sites	SHI	OTH	M&R	PD, D&C, PROP, CON	CON	CON	\$\$\$
3	SH2 HB Opotiki to Napier - Highest Resilience Risk Sites	SHI	OTH	M&R	PD, D&C, PROP, CON	CON	CON	\$\$\$\$
4	SH2 Devil's Elbow	SHI	OTH	M&R	PD, D&C, PROP, CON	CON	CON	\$\$\$\$
5	SH5 Lucky Hill Bridge to SH5/SH2 and Eskdale Flood Management	SHI	OTH	M&R	PD, D&C, PROP, CON	CON		\$\$\$
2	SH5 Taupo to Napier Priority 2	SHI	OTH	M&R		D&C, PROP, CON	D&C, PROP, CON	\$\$\$\$
6	SH38 Tuai Sub-station to Wairoa and Frasertown Bridge	SHI	OTH	M&R			D&C, PROP, CON	\$\$\$
7	SH5 Mohaka Bridge Upgrade	SHI	OTH	M&R			D&C, PROP, CON	\$\$\$
8	SH2 Napier to Takapau	SHI	OTH	M&R			D&C, PROP, CON	\$\$\$\$

Committed cyclone rebuild activities

-	EW TREC Gabrielle Recovery HB	SHI	EXT	M&R	CON	CON		\$\$\$
---	-------------------------------	-----	-----	-----	-----	-----	--	--------

Proposed maintenance programme

-	Proposed Maintenance, Operations and Renewals Programme	SHPP, SHO	NLTF	M&R, SAF	CON	CON	CON	\$\$\$\$
---	---	-----------	------	----------	-----	-----	-----	----------



Taranaki

Taranaki

Taranaki's highly productive export economy relies heavily on the state highway network for the region to prosper.

Every year, heavy vehicles travel 75 million kilometres on Taranaki roads, transporting dairy farming and processing, oil and gas, and forestry products to export markets. Ninety-three percent of freight in Taranaki is moved by road.

The region relies heavily on road connections to the rest of the North Island for the movement of people, freight, and visitors. State Highway 3 provides the main northern connection linking Taranaki to the Waikato and Upper North Island and the southern connection between New Plymouth and Palmerston North. Port Taranaki is also an important economic and supply chain asset for Taranaki, connecting key regional industries with the world.

SH3 is critical to the dairy industry as it connects the production centre in Hāwera to distribution centres in Palmerston North. There are no alternative northern routes suitable for heavy vehicles.

Economic growth and productivity

Many of our projects in the region deliver a range of benefits. In particular, the Te Ara o Te Ata Mt Messenger Bypass project will improve journey time reliability, as well as safety and environmental benefits for a significant volume of people and goods moving between the Taranaki region to the Waikato and Upper North Island Region.

Our programme of investment in the Forgotten World Highway SH43 will support the region's economic development strategy Tapuae Roa by making it easier and safer for motorists to use the route. This includes the construction of a new bridge over the Kahouri stream, new seal through the Tāngarākau Gorge and several safety improvements.

Furthermore, we'll work with our council partners in New Plymouth to support further investigation and implementation of the New Plymouth Integrated Transport Plan, aimed at taking a whole-of-system view to demonstrate the case for change and the need for investment in New Plymouth's wider transportation network.

Increased maintenance and resilience

Our maintenance and renewal investment in the region, along with targeted improvements, is targeted at increasing resilience across our state highway network and will include Crown-funded low-cost-low-risk (LCLR) activities.

During the next 30 years, there is a growing risk of damage to Taranaki's state highways with increased rain and storm intensity, coastal and soil erosion, sea level rise, flooding, slips, and storm surges. Building greater resilience into the network is crucial. Networks to the north and east of the region are expected to come under increased pressure from storm intensity combined with unstable terrain.

The significant risks along SH3 are rockfall, landslips, erosion, and flooding. While Te Ara o Te Ata Mt Messenger Bypass will remove a steep, narrow, and winding section of SH3, continual improvements will be delivered along the remainder of the route and region's network through the maintenance and renewals programme and low cost low risk projects.

The state highway maintenance, operations, and renewals programme in Taranaki builds scale for the first three years and proposes investment in activities to restore the condition of the network and service levels over the ten-year period. The programme includes:

- a significant increase in road surface and pavement renewals activity to increase the longevity of new pavements and reduce the incidence of potholes and similar faults and related repair works
- increasing drainage renewals to better deal with the effects of climate change
- increasing safety through the installation and renewal of barriers, safety markings, and digital safety devices
- renewal of critical assets at the end of their life cycle such as SH3 Mangapepeki No.2 Culvert
- increasing investment in forward works planning
- delivering work more efficiently by doing low cost low risk improvement activities simultaneously, including Crown-funded resilience activities.

The new State Highway Pothole Prevention activity class will also ensure that maintenance funds are prioritised and ringfenced for road resealing, road rehabilitation and drainage maintenance.

We'll increase our investment in the operation and maintenance of the Taranaki state highway network alongside our partners to maintain safe and reliable strategic freight corridors across the region.

Safety

A range of safety interventions will be delivered through our low cost low risk programme. We'll coordinate this work with our maintenance activities to ensure we achieve the best value outcomes along corridors.

The focus of lower cost interventions will be through regional reactive small safety projects and other lower cost interventions identified by the regions at high risk locations such as audio tactile pavement markings.

We'll continue to work in partnership with key agencies, including NZ Police, to support the delivery of regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use.

Our increased investment in maintenance and renewal and safety improvement activities, will improve safety across the network, helping to reduce deaths and serious injuries.

Included within our bid is a significant increase in funds to improve the quality of our pavements, building greater resilience into the network to reduce potholes and improve overall skid resistance of the road surface. More investment in drainage maintenance will better protect the pavement and improve the life of the asset.

This proposal includes a new Commercial Vehicle Regional Safety Centre on SH3/3A at Inglewood. These high-tech centres check that freight operators are complying with regulations to keep everyone safe, check for overloading which can damage the roading network, and also help to support economic growth.

Value for money

To ensure our programme delivers value-for-money in the region, we'll be working with our partners to improve the network's performance, getting the most from existing infrastructure and using technology innovation where applicable.

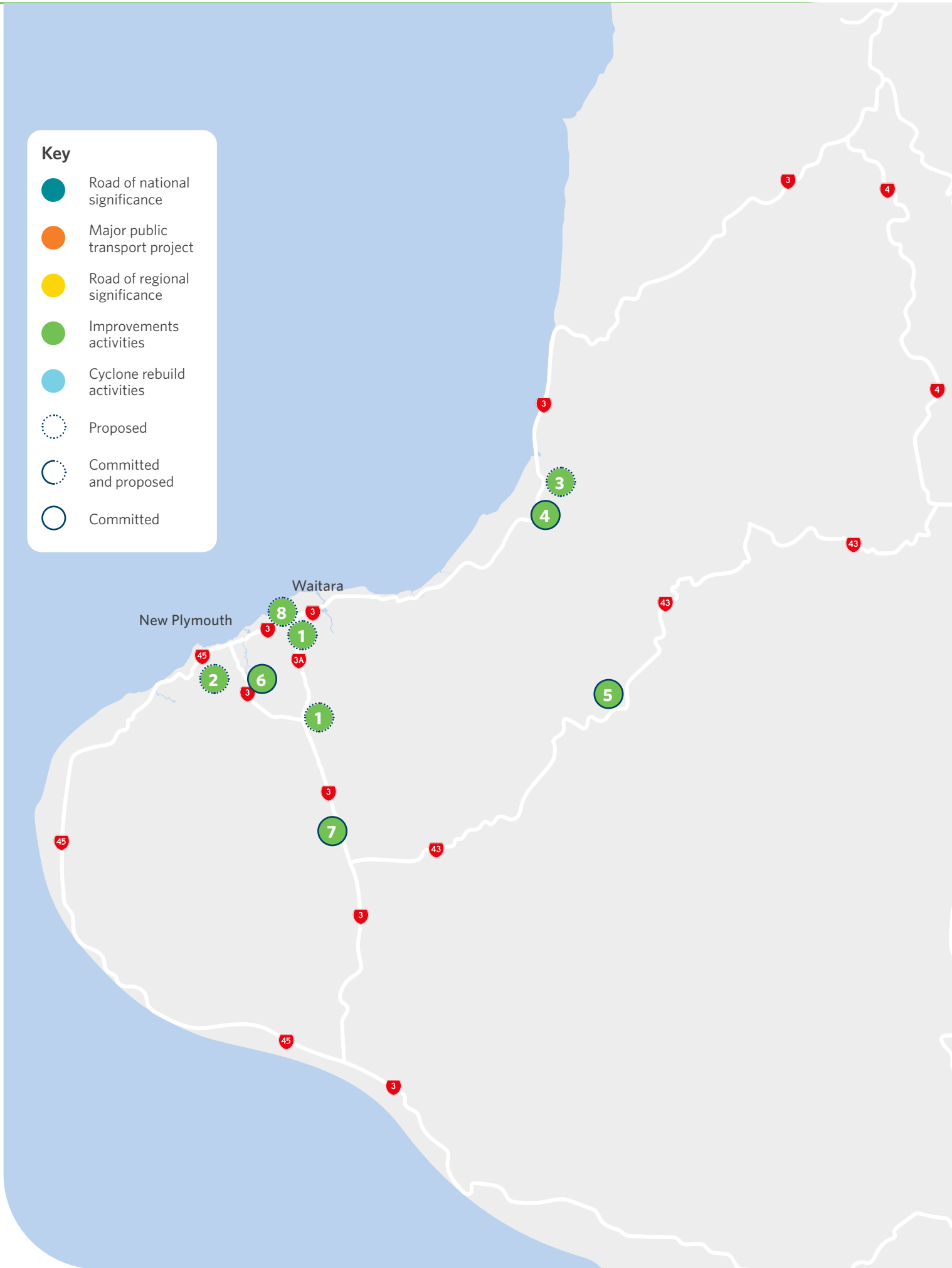
Enhanced maintenance will make our network more efficient, while targeted improvements at high-risk locations will provide cost-effective ways of making our roads safer.

We will also look to reduce costs, such as with temporary traffic management, without compromising road worker or user safety.

Alternative funding sources will also be sought as well as ways of delivering better outcomes from available funding to achieve the Government's priorities for the land transport network.

Key

-  Road of national significance
-  Major public transport project
-  Road of regional significance
-  Improvements activities
-  Cyclone rebuild activities
-  Proposed
-  Committed and proposed
-  Committed



Proposed state highway programme for Taranaki region

Ref	Activity name	Activity class	Funding source	Draft GPS priority	2024-27 phase	2027-30 phase	2030-34 phase	10-Year cost
Proposed improvement activities								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	CON	CON	CON	\$\$
-	Walking and cycling Low Cost Low Risk programme	W&C	NLTF	EGP	CON	CON	CON	\$
-	Public transport infrastructure Low Cost Low Risk programme	PT	NLTF	EGP	CON	CON	CON	\$
1	SH3/3A Inglewood Commercial Vehicle Regional Safety Centres	SHI	NLTF	SAF	PROP, CON	CON		\$\$
2	New Plymouth Integrated Transport Plan	SHI	NLTF	EGP	PD, D&C	D&C, PROP, CON		\$\$
-	Taranaki Share Environmental PBC	IM	NLTF	M&R	PD			\$
-	Taranaki System Plan	IM	NLTF	All	PD			\$
-	Taranaki Share Digital engineering/ BIM	IM	NLTF	M&R, VFM	PD, CON	CON		\$
-	Taranaki Share Data Driven Structures Asset Management	IM	NLTF	M&R, VFM	CON			\$
-	Taranaki Share Pre-imp for 2027/30 Bridge Replacement	SHI	NLTF	M&R	D&C			\$
3	SH3 Mangapepeki No. 2 Culvert EOL Replacement	SHI	NLTF	M&R	CON			\$
-	Taranaki Share VFM Safety improvement programme	SHI	NLTF	SAF, VFM	CON	CON	CON	\$\$
Committed improvement activities								
-	Crown resilience Low Cost Low Risk programme	SHI	EXT	M&R	CON			\$
4	SH3 Mt Messenger Bypass	SHI	NLTF	EGP	PROP, CON	CON		\$\$\$\$
5	SH43 Forgotten World Highway - Tangarakau Gorge Seal	SHI	EXT	SAF, M&R	D&C, PROP, CON			\$
6	SH3 - New Plymouth to Egmont Village	SHI	NLTF	SAF	D&C, PROP, CON			\$\$
7	SH3/3A New Plymouth to Hawera	SHI	NLTF	SAF	D&C, CON			\$\$
8	SH3/3A Waitara to Bell Block	SHI	NLTF	SAF	PROP, CON			\$\$
Proposed Maintenance Programme								
-	Proposed Maintenance, Operations and Renewals Programme	SHPP, SHO	NLTF	SAF, M&R	CON	CON	CON	\$\$\$\$



Manawatū-Whanganui

Manawatū-Whanganui

The Manawatū-Whanganui region lies at the centre of key road and rail networks that connect Hawke's Bay, Wellington, Taranaki, and the Upper North Island.

As a key freight and transport hub supporting a strong primary production sector, the region relies on the safety, resilience and efficiency of road and rail corridors for its economic success. Significant investment in our State Highways to enable this to continue is ongoing at the Te Ahu a Turanga: Manawatū Tararua Highway which is expected to be completed in the next 3 years, as well as Ōtaki to north of Levin which will commence physical works in the same period.

Palmerston North is emerging as the primary distribution centre for the Lower North Island, placing greater dependence on the state highway network for economic growth. Further development of a high-tech KiwiRail freight and distribution hub is intended to unlock regionally significant economic benefits by leveraging both public and private sector investment in moving freight efficiently, in addition to the Marton Rail Hub.

The central location of Manawatū-Whanganui means its transport networks, including the strategic State Highway 1 corridor, carry significant volumes of through-traffic, connecting people and freight south to Greater Wellington, east to the Hawke's Bay and north to Waikato and beyond. Ensuring the reliability and efficiency of these freight routes, and the interconnectivity between road and rail options, is critical to the economic success of the region.

State Highway 3 provides the main northern connection, linking Taranaki to Waikato and the Upper North Island, and a southern connection between New Plymouth and Palmerston North. SH3 is critical to the dairy industry, as it connects the dairy production centre in Hāwera to distribution centres in Palmerston North.

Network resilience is an issue for the region. Our increased investment in the operation and maintenance of the Manawatū-Whanganui state highway network, working with our partners will help ensure safe and reliable strategic freight corridors across the region.

Economic growth and productivity

We'll continue to operate and maintain the state highway network to provide key freight connections across the region, while also working with our council, iwi, and community partners to strategically invest in the infrastructure needed in the future.

The Palmerston North Integrated Transport Initiative is an example of a long-term, cross-agency collaboration to retain and improve strong regional freight connections, while ensuring the safety, vibrancy and liveability of local communities is protected.

During the next 3 years, we'll work with local and regional councils to progress key business cases, such as investigations for Palmerston North's Freight Ring Route, to deliver the first tranches of capital infrastructure within the next 6 to 10 years.

Te Utanganui is a freight distribution hub taking development in Manawatū to the next level. It builds on initiatives already planned for the area, such as KiwiRail's Regional Freight Hub and NZTA's major roading projects, including Te Ahu a Turanga: Manawatū Tararua highway and Ōtaki to north of Levin expressway. The development of Te Utanganui will result in a resilient, efficient, competitive transport system that will create jobs and drive economic growth.

Increased maintenance and resilience

Work is progressing well on the Te Ahu a Turanga: Manawatū Tararua Highway project, replacing the Manawatū Gorge route along SH3, closed permanently by slips in 2017. This is a significant project, providing a safe and resilient new transport corridor to keep the Manawatū, Tararua, Hawke's Bay and northern Wairarapa regions connected.

Maintaining existing assets, along with targeted improvements, is the priority to improve network resilience for Manawatū-Whanganui. We also need to expand our understanding of resilience in urban environments to ensure planning work is flexible and adaptable to change. For example, a strategic business case is proposed to improve the resilience of SH1 at Utiku, an area with longstanding land instability, which has recently got worse.

We'll increase our investment in the operation and maintenance of the Manawatū-Whanganui state highway network, working with our partners to maintain safe and reliable strategic freight corridors across the region. The state highway maintenance, operations, and renewals programme in Manawatū-Whanganui builds scale for the first 3 years and proposes investment in activities to restore the condition of the network and service levels over the 10-year period.

The programme includes:

- a significant increase in road surface and pavement renewals activity to increase the longevity of new pavements and reduce the incidence of potholes and similar faults and related repair works
- increasing drainage renewals to better manage the effects of climate change
- increasing safety through the installation and renewal of barriers, safety markings, and digital safety devices
- increasing investment in forward works planning
- delivering work more efficiently by doing low-cost low risk improvement activities simultaneously, including Crown-funded resilience activities.

The new State Highway Pothole Prevention activity class will also ensure that maintenance funds are prioritised and ringfenced for road resealing, road rehabilitation and drainage maintenance.

Safety

Over the next 3 years, our safety focus will be completing our currently ongoing safety projects such as SH1 Bulls to Sanson, while beginning the investigation and design of other key corridors where significant improvements in road safety can be achieved.

Planned safety works will continue at a reduced level to finish off sections that have been started targeting high risk areas on major corridors. Another key focus will be to address high risk intersections. The focus of lower cost interventions will be through regional reactive small safety projects and other lower cost interventions identified by the regions at high risk locations such as audio tactile pavement markings and intersection speed zones.

We'll continue to work in partnership with key agencies, including NZ Police, to support the delivery of regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use.

Our increased investment in maintenance and renewal and safety improvement activities, will improve safety across the network, helping to reduce deaths and serious injuries.

Included within our bid is a significant increase in funds to improve the quality of our pavements, building greater resilience into the network to reduce potholes and improve overall skid resistance of the road surface. More investment in drainage maintenance will better protect the pavement and improve the life of the asset.

The proposal includes a new Commercial Vehicle Regional Safety Centre on SH2 Kakariki Road and Woodville. These high-tech centres check that freight operators are complying with regulations to keep everyone safe, check for overloading which can damage the roading network, and also help to support economic growth.

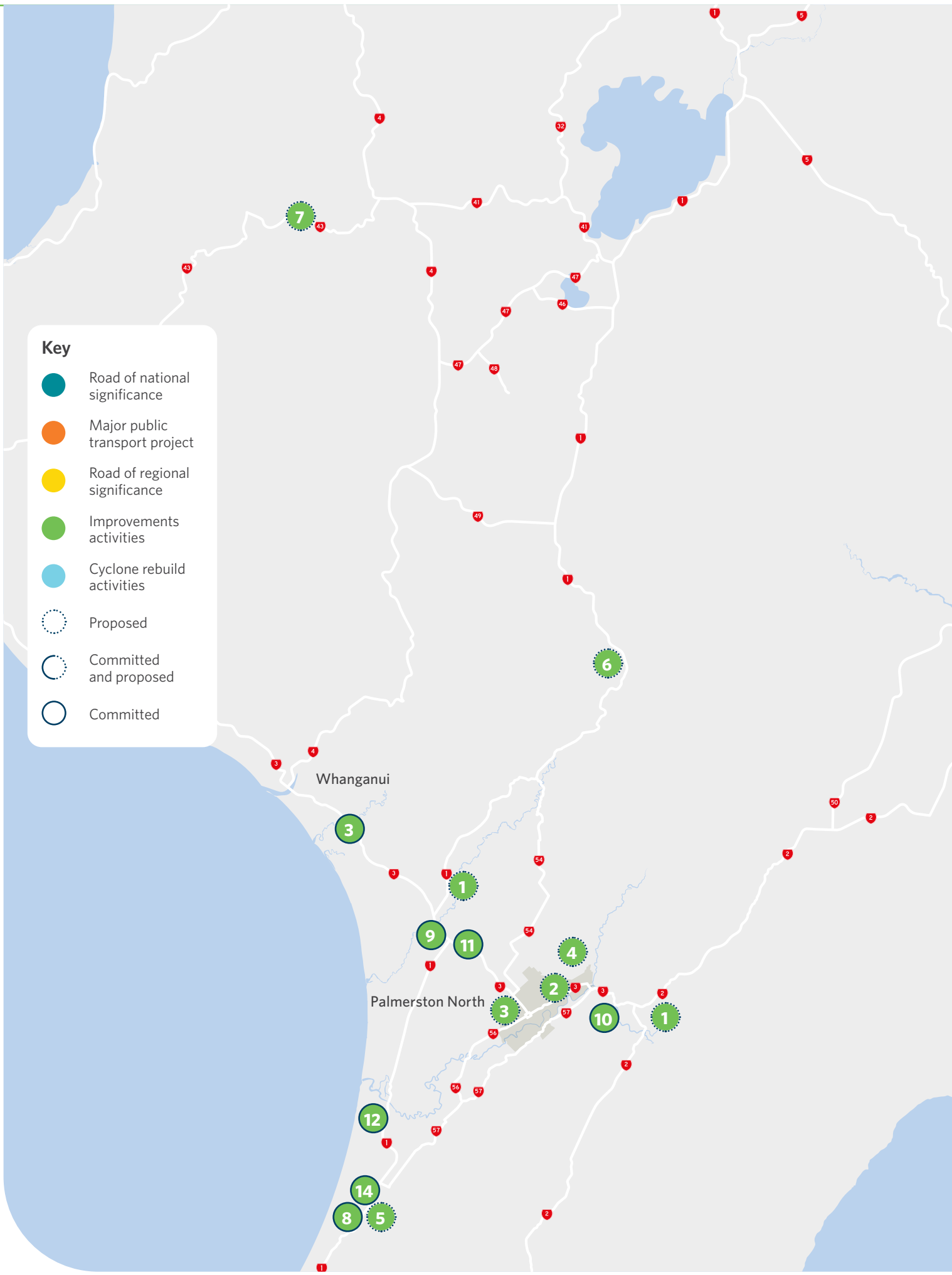
Value for money

To ensure our programme delivers value-for-money in the region, we'll be working with our partners to improve the network's performance, getting the most from existing infrastructure and using technology innovation where applicable.

Enhanced maintenance will make our network more efficient, while targeted improvements at high-risk locations will provide cost-effective ways of making our roads safer.

We'll also look to reduce costs, such as with temporary traffic management, without compromising road worker or user safety.

Alternative funding sources will also be sought as well as ways of delivering better outcomes from available funding to achieve the Government's priorities for the land transport network.



Proposed state highway programme for Manawatū-Whanganui region

Ref	Activity name	Activity class	Funding source	Draft GPS priority	2024-27 phase	2027-30 phase	2030-34 phase	10-Year cost
Proposed improvement activities								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	CON	CON	CON	\$\$
-	Walking and cycling Low Cost Low Risk programme	W&C	NLTF	EGP	CON	CON	CON	\$\$
-	Public transport infrastructure Low Cost Low Risk programme	PT	NLTF	EGP	CON	CON	CON	\$
1	SH2 Kakariki Road and SH2 Woodville Commercial Vehicle Regional Safety Centre	SHI	NLTF	SAF	PROP, CON	CON		\$\$
-	Central – Legacy Property Acquisition	SHI	NLTF	EGP	PROP			\$
2	Accessing Central NZ SH3 Napier Road	SHI	NLTF	SAF	D&C, PROP, CON			\$\$
3	Palmerston North Integrated Transport Improvements - IBC Ring Route All Sections	SHI	NLTF	EGP	PD, D&C	PD, D&C, CON	PD, D&C, CON	\$\$
4	Palmerston North Integrated Transport Improvements - SH3 Eastern Access Safety	SHI	NLTF	EGP, SAF		PD		\$
5	Ōtaki to North of Levin Revocation	SHI	NLTF	EGP	D&C, PROP	CON		\$\$
6	SH1 Utiku Slip Rilience Improvements	SHI	NLTF	M&R	PROP, CON			\$\$
-	Manawatū Whanganui Share Environmental PBC	IM	NLTF	M&R	PD			\$
-	Manawatū Whanganui System Plan	IM	NLTF	All	PD			\$
-	Manawatū Whanganui Share Digital engineering/BIM	IM	NLTF	M&R, VFM	PD, CON	CON		\$
-	Manawatū Whanganui Share Data Driven Structures Asset Management	IM	NLTF	M&R, VFM	CON			\$
-	Manawatū Whanganui Share Pre-imp for 2027/30 Bridge Replacement	SHI	NLTF	M&R	D&C			\$
7	SH43 Kururau Stream Water Drive EOL Replacement	SHI	NLTF	M&R	CON			\$
-	Manawatū Whanganui Share VFM Safety improvement programme	SHI	NLTF	SAF, VFM	CON	CON	CON	\$\$\$

Committed improvement activities

-	Crown resilience Low Cost Low Risk programme	SHI	EXT	M&R	IMP				\$
8	Ōtaki to North of Levin	SHI	EXT	SAF	D&C, PROP, CON	CON			\$\$\$\$\$
9	Weigh Right Ohakea	SHI	NLTF	SAF	CON				\$
10	Te Ahu a Turanga Manawatū Tararua Highw	SHI	NLTF	M&R	PROP, CON				\$\$\$
11	SH1 Bulls to Sanson CI - Pukenui Rd IS	SHI	NLTF	SAF	CON				\$
12	SH1 Levin to Foxton SIP	SHI	NLTF	SAF	D&C, PROP, CON				\$
13	SH3 Whanganui to Bulls	SHI	NLTF	SAF	D&C, PROP, CON				\$\$
14	SH1/SH57 - Ōtaki to Levin SIP	SHI	NLTF	SAF	D&C, CON				\$\$

Committed cyclone rebuild activities

-	EW Gabrielle Man/Whang RW	SHI	EXT	M&R	CON				\$
---	---------------------------	-----	-----	-----	-----	--	--	--	----

Proposed maintenance programme

-	Proposed Maintenance, Operations and Renewals Programme	SHPP, SHO	NLTF	SAF, M&R	CON	CON	CON		\$\$\$\$\$
---	---	--------------	------	-------------	-----	-----	-----	--	------------



Te Upoko o te Ika a Māui Greater Wellington

Te Upoko o te Ika a Māui Greater Wellington

Greater Wellington is the third largest regional economy in New Zealand.

The population of Greater Wellington is predicted to grow to about 612,000, or to 10 percent of the country's population by 2048. In the last five years, Wairarapa and Lower Hutt have seen the fastest growth rates.

To support this growth, two new Roads of National Significance in Greater Wellington - Petone to Grenada Link Road and the Cross Valley Link, and SH1 the Second Mt Victoria Tunnel and Basin Reserve upgrade - are identified in the draft GPS 2024. These new roads will help reduce congestion, improve safety, support housing development, and boost economic growth.

The region is particularly vulnerable to seismic risk, flooding, slips and other natural hazards, and relies heavily on two north-south corridors for the movement of people and freight by road and rail. These corridors have shaped the region's transport system. Increasing resilience of the region's transport system is a priority.

The 2021-24 National Land Transport Programme saw several large-scale state highway projects become operational, including Transmission Gully motorway, Peka Peka to Ōtaki expressway, and Stages 1 and 2 of the SH58 safety upgrades. The two Roads of National Significance will be the next key projects to be progressed to support growth and keep people and freight moving.

We have started work on key projects for the region, such as the Te Wai Takamori o Te Awa Kairangi - RiverLink and the Ngauranga to Petone section of Te Ara Tupua. Completing construction of these projects and other projects will be a key focus for the next 3 years.

Economic growth and productivity

Wellington has a nationally significant role in the distribution of freight between the North and the South Islands. There are also nationally significant freight connections from Palmerston North to Greater Wellington, including state highways and the North Island Main Trunk rail line.

Efficient access to CentrePort Wellington, and the safety and reliability of road and rail corridors north of Greater Wellington, are critical for supporting these connections. The importance of the region as a freight hub is highlighted by the continual growth of heavy commercial vehicles travelling on state highways through the region.

SH1 from Wellington CBD to the airport will be upgraded by the new Road of National Significance, including a second Mt Victoria tunnel and upgrades around the Basin Reserve and Arras Tunnel. These improvements will support the movement of people and freight, and drive economic growth and productivity.

The Petone to Granada Link Road and the Cross Valley Link Road of National Significance will further drive growth by unlocking land for housing development, improving resilience, and supporting economic growth.

Increased maintenance and resilience

Unplanned road closures are expected to occur on both SH1 and SH2, even with the recent opening of Transmission Gully. Parts of the network are at risk from increased rain and storm intensity, coastal and soil erosion, sea level rise, flooding, slips, and storm surges.

SH1 Ngauranga Gorge and SH2 Ngauranga to Petone remain particularly vulnerable to seismic activity, which is why NZTA is proposing further investigations of potential resilience improvements along both these sections of SH1 and SH2. The resilience work underway on Riverlink will provide new flood protection infrastructure, including a new river bridge. This infrastructure will better protect the Lower Hutt CBD and SH2 from flooding.

The coastal protection measures along the harbour's edge by SH2 as part of the Ngauranga to Petone section of Te Ara Tupua will reduce the risk of storm damage to both the Hutt Valley Rail Line and SH2.

Along with our partners, we'll increase our investment in the operation and maintenance of the Greater Wellington state highway network to maintain safe and resilient strategic freight corridors across the region.

The state highway maintenance, operations, and renewals programme in Greater Wellington builds scale for the first three years and proposes investment in activities to restore the condition of the network and service levels over the ten-year period.

The programme includes:

- a significant increase in road surface and pavement renewals activity to increase the longevity of new pavements, and reduce the incidence of potholes and similar faults and related repair works
- increasing drainage renewals to better deal with the effects of climate change
- increasing safety through the installation and renewal of barriers, safety markings, and digital safety devices

- increasing the robustness of our forward works planning and asset lifecycles
- delivering work more efficiently by doing low-cost low risk improvement activities simultaneously, including Crown-funded resilience activities.

The new State Highway Pothole Prevention activity class will also ensure that maintenance funds are prioritised and ring-fenced for road resealing, road rehabilitation and drainage maintenance.

We'll increase our investment in the operation and maintenance of the Greater Wellington state highway network, working with our partners to maintain safe and reliable strategic freight corridors across the region.

Safety

During the next 3 years, the focus for safety will be finishing projects already in construction on SH2 in the Hutt Valley and Remutaka Hill.

Over the next three years we'll roll out lower-cost, value for money safety improvements on the state highway network. These will include the design and delivery of lower cost, value for money safety retrofits in high-risk corridors and intersections, and the design and delivery of speed limit changes focused on areas of high safety concern.

A range of safety interventions will be delivered through our low-cost, low-risk programme. We'll coordinate this work with maintenance programme to improve safety as part of these projects.

We'll continue to work in partnership with key agencies, including NZ Police, to support the delivery of regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use.

Our increased investment in maintenance and renewal and safety improvement activities will improve safety across the network, helping to reduce deaths and serious injuries.

Included within our bid is a significant increase in funds to improve the quality of our pavements, building greater resilience into the network to reduce potholes and improve overall skid resistance of the road surface. More investment in drainage maintenance will better protect the pavement and improve the life of the asset.

The proposal includes a Commercial Vehicle Regional Safety Centre at SH2 Masterton South. These high-tech centres check that freight operators are complying with regulations to keep everyone safe, check for overloading which can damage the roading network, and also help to support economic growth.

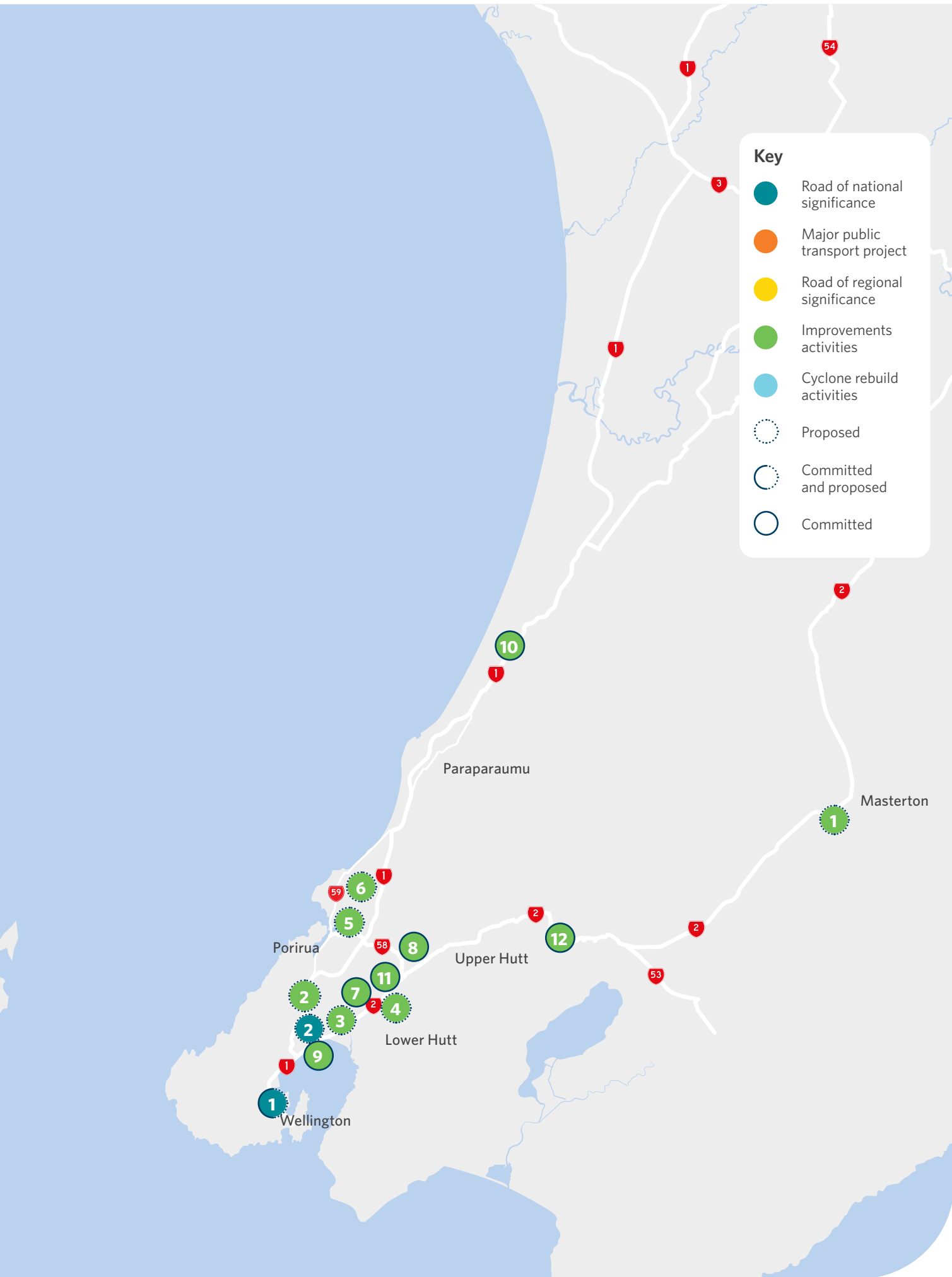
Value for money

To ensure our programme delivers value for money in the region, we'll be working with our partners to improve the network's performance, getting the most from existing infrastructure and using technology innovation where applicable.

Enhanced maintenance will make our network more efficient, while targeted improvements at high-risk locations will provide cost-effective ways of making our roads safer.

We will also look to reduce costs, such as with temporary traffic management, without compromising road worker or user safety.

Alternative funding sources will also be sought, as well as ways of delivering better outcomes from available funding to achieve the Government's priorities for the land transport network.



Proposed state highway programme for Greater Wellington region

Ref	Activity name	Activity class	Funding source	Draft GPS priority	2024-27 phase	2027-30 phase	2030-34 phase	10-Year cost
Proposed Roads of National Significance								
1	SH1 Second Mt Victoria Tunnel and Basin Reserve Upgrade	SHI	MIX	EGP, SAF	D&C, CON	CON	CON	\$\$\$\$\$
2	Petone to Grenada Link Road and Cross Valley Link	SHI	MIX	EGP, SAF	PD, RP	RP, D&C, CON	D&C, CON	\$\$\$\$\$
-	Wellington Share RoNS Project Development	SHI	MIX	EGP, SAF	PD	PD		\$
-	Wellington Share RoNS Property	SHI	MIX	EGP, SAF	PROP	PROP	PROP	\$\$\$
Committed Roads of National Significance								
1	SH1 Second Mt Victoria Tunnel and Basin Reserve Upgrade	SHI	NLTF	EGP	PD, PROP			\$
Proposed improvement activities								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	CON	CON	CON	\$
-	Walking and cycling Low Cost Low Risk programme	W&C	NLTF	EGP	CON	CON	CON	\$
-	Public transport infrastructure Low Cost Low Risk programme	PT	NLTF	EGP	CON	CON	CON	\$
1	SH2 Masterton South Commercial Vehicle Regional Safety Centre	SHI	NLTF	SAF	PROP, CON	CON		\$
2	WTOC Building Extension	SHI	NLTF	M&R	PD, D&C, CON	CON		\$
3	SH1 Ngauranga Gorge and SH2 Ngauranga to Dowse/Petone Resilience	SHI	NLTF	M&R	PD	PD	PROP	\$
4	SH2 Ngauranga to Haywards/Upper Hutt Optimisation Improvement	SHI	NLTF	EGP		PD		\$
5	SH58 Transmission Gully to SH59 Revocation	IM	NLTF	EGP	PD			\$
6	SH59 MacKay's to Linden	SHI	NLTF	EGP	PD			\$
-	Wellington Share Environmental PBC	IM	NLTF	M&R	PD			\$
-	Wellington System Plan	IM	NLTF	All	PD			\$
-	Wellington Share Digital engineering/BIM	IM	NLTF	M&R, VFM	PD, CON	CON		\$

-	Wellington Share Data Driven Structures Asset Management	IM	NLTF	M&R, VFM	CON				\$
-	Wellington Share Pre-imp for 2027/30 Bridge Replacement	SHI	NLTF	M&R	D&C				\$
-	Wellington Share VFM Safety improvement programme	SHI	NLTF	SAF, VFM	CON	CON	CON		\$\$

Committed improvement activities

-	Crown resilience Low Cost Low Risk programme	SHI	EXT	M&R	CON				\$
7	SH2 Melling Efficiency & Safety Imp	SHI	EXT	SAF	D&C, PROP, CON	CON			\$\$\$\$
8	SH58 Safety Improvements - Stage 2	SHI	EXT	SAF	D&C, PROP, CON				\$\$\$
-	Wellington Crown Funded Resilience	SHI	EXT	M&R	CON				\$
-	Legacy PROP - Wellington	SHI	NLTF	EGP	PROP				\$
9	Ngauranga to Petone Walking and Cycling	W&C	NLTF	EGP	CON				\$\$\$
10	Peka Peka to Ōtaki Revocation	SHI	NLTF	EGP	CON				\$
-	Transport Analytics (across Wellington)	SHI	NLTF	All	CON				\$
11	SH2 Hutt Valley	SHI	NLTF	SAF	D&C, CON				\$
12	SH2 Remutaka	SHI	NLTF	SAF	D&C, CON				\$

Proposed maintenance programme

-	Proposed Maintenance, Operations and Renewals Programme	SHPP, SHO	NLTF	SAF, M&R	CON	CON	CON		\$\$\$\$\$
---	---	-----------	------	----------	-----	-----	-----	--	------------



Te Tauihu

Nelson and Tasman

Te Taihū Nelson-Tasman

The economies and communities of Nelson-Tasman rely on the state highway network to connect the region's people, freight, and tourism to the wider South Island.

The Hope Bypass on SH6, a new Road of National Significance, will reduce congestion, improve safety, support housing development, boost economic growth, and provide a more resilient roading network.

The region continues to recover from damage caused by the weather events of 2022. Improving the resilience across the state highway network is a prime focus during the next 3 years, particularly SH60 across Tākaka Hill.

Economic growth and productivity

The economies and communities of the region rely on the state highway network to connect to the wider South Island for freight and tourism. The SH6 Hope Bypass, a Road of National Significance, will improve safety, make better use of the state highway and enable future land development in the Richmond area

Increased maintenance and resilience

Improving network resilience is a significant issue for the region, with extreme weather events causing more frequent disruptions and costly repairs.

Over the next 3 years, investment in improving the state highway network will be focused on maintaining existing levels of service and improving the network's resilience. Both NZTA and the Crown are investing in the following resilience improvements:

- SH6 Dellows Bluff and others rockfall prevention
- SH60 Tākaka Hill resilience improvements

Our low-cost, low-risk programme includes several minor resilience projects that will also improve the resilience of the state highway network.

We'll increase our investment in the operation and maintenance of the Nelson-Tasman state highway network, working with our partners to maintain safe and reliable strategic freight corridors across the region.

The state highway maintenance, operations, and renewals programme in Nelson-Tasman builds scale for the first 3 years and proposes investment in activities to restore the condition of the network and service levels over the 10-year period.

The programme includes:

- a significant increase in road surface and pavement renewals activity to increase the longevity of new pavements and reduce the incidence of potholes and similar faults and related repair works
- increasing drainage renewals to better deal with the effects of climate change
- increasing safety through the installation and renewal of barriers, safety markings, and digital safety devices
- robust forward planning and lifecycle asset management
- delivering work more efficiently by doing low-cost low-risk improvement activities simultaneously, including Crown-funded resilience activities.

The new State Highway Pothole Prevention activity class will also ensure that maintenance funds are prioritised and ringfenced for road resealing, road rehabilitation and drainage maintenance.

Safety

Over the next three years we'll roll out lower-cost, value for money safety improvements on the state highway network. These will include the design and delivery of safety retrofits in high-risk corridors and intersections, and the design and delivery of speed limit changes focused on areas of high safety concern.

The new Road of National Significance at SH6 Hope Bypass will be four-lane, grade-separated highways which will improve safety.

We'll continue to work in partnership with key agencies, including NZ Police, to support the delivery of regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seatbelt use.

Our increased investment in maintenance and renewal and safety improvement activities, will improve safety across the network, helping to reduce deaths and serious injuries.

Planned safety works will continue at a reduced level to finish off sections that have already been started, targeting high risk areas on major corridors and not overlapping with planned major corridor upgrades in the future such as wide centerlines.

Included within our bid is a significant increase in funds to improve the quality of our pavements, building greater resilience into the network to reduce potholes and improve the overall skid resistance of the road surface. More investment in drainage maintenance will better protect the pavement and improve the life of the asset.

The proposal includes Commercial Vehicle Regional Safety Centres at SH6 Wakefield and Murchison and SH6 Hira. These high-tech centres check that freight operators are complying with regulations to keep everyone safe, check for overloading which can damage the roading network, and also help to support economic growth.

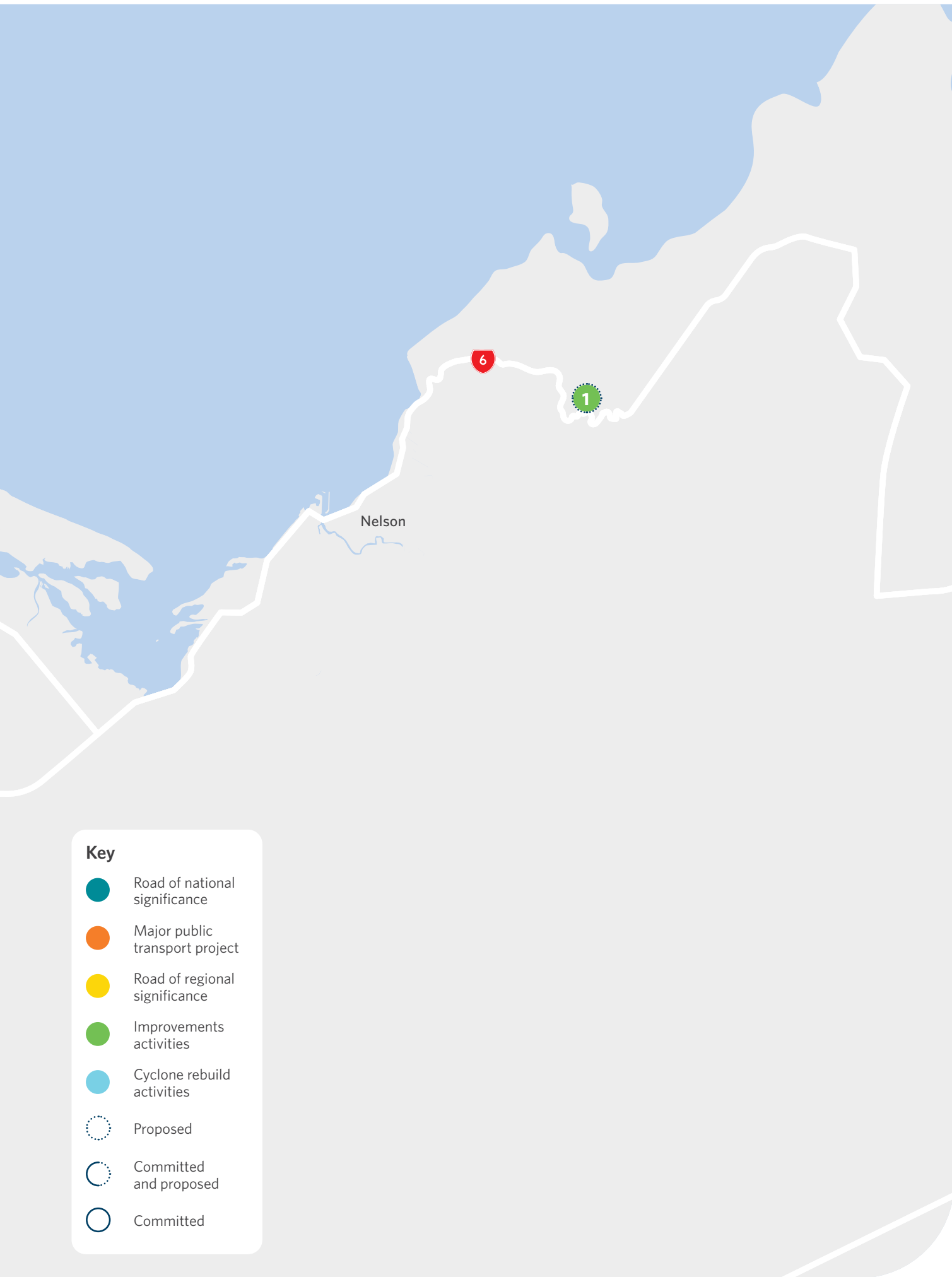
Value for money

To ensure our programme delivers value for money in the region, we'll be working with our partners to improve the network's performance, getting the most from existing infrastructure and using technology innovation where applicable.

Enhanced maintenance will make our network more efficient, while targeted improvements at high-risk locations will provide cost-effective ways of making our roads safer.

We will also look to reduce costs, such as with temporary traffic management, without compromising road worker or user safety.

Alternative funding sources will also be sought, as well as ways of delivering better outcomes from available funding to achieve the Government's priorities for the land transport network.

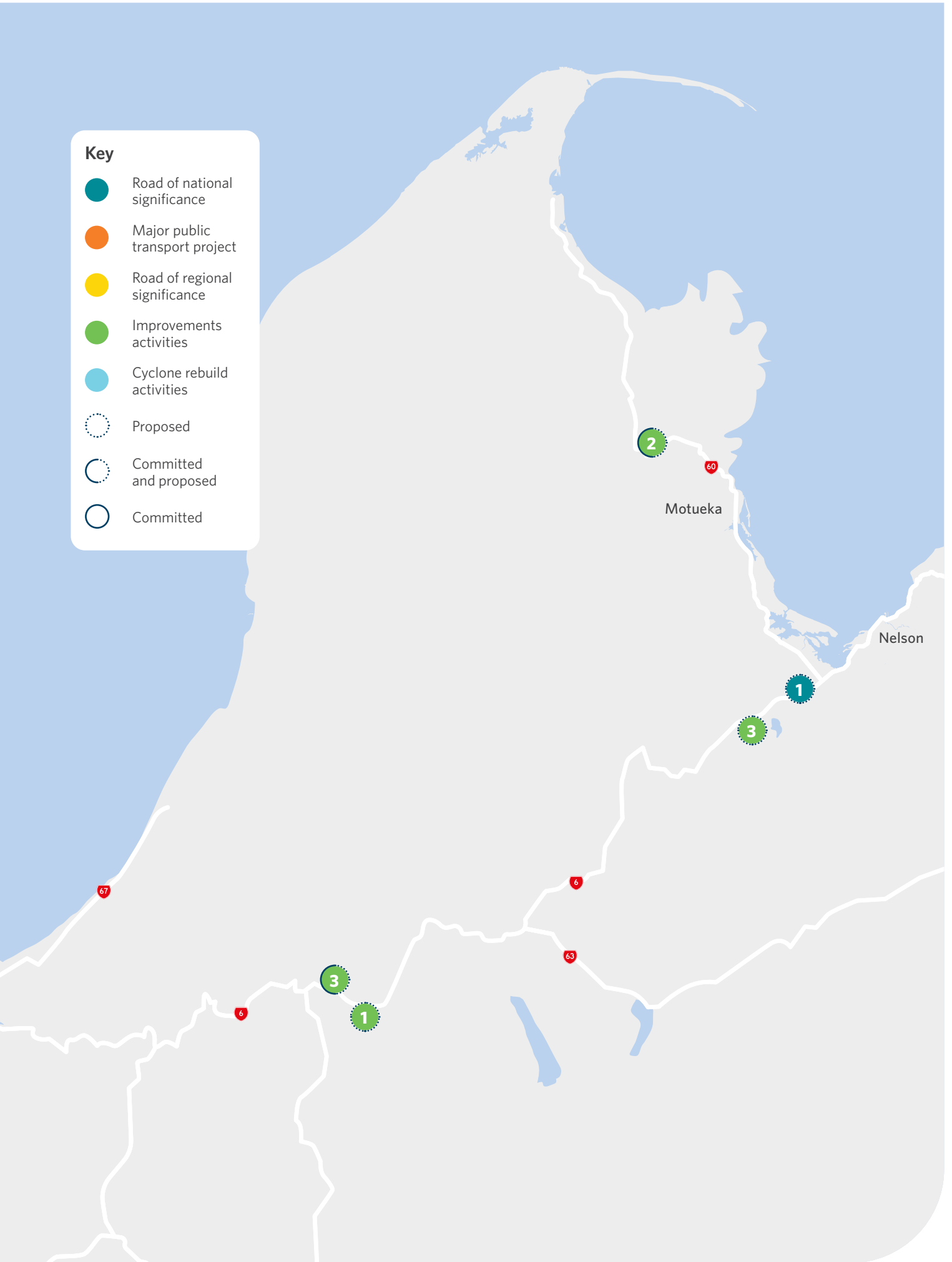


Proposed state highway programme for Nelson region

Ref	Activity name	Activity class	Funding source	Draft GPS priority	2024-27 phase	2027-30 phase	2030-34 phase	10-Year cost
Proposed improvement activities								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	CON	CON	CON	\$\$
-	Walking and cycling Low Cost Low Risk programme	W&C	NLTF	EGP	CON	CON	CON	\$
-	Public transport infrastructure Low Cost Low Risk programme	PT	NLTF	EGP	CON	CON	CON	\$
1	SH6 Hira Commercial Vehicle Regional Safety Centre	SHI	NLTF	SAF	PROP, CON	CON		\$
-	Nelson Share Environmental PBC	IM	NLTF	M&R	PD			\$
-	Nelson System Plan	IM	NLTF	All	PD			\$
-	Nelson Share Digital engineering/ BIM	SHI	NLTF	M&R, VFM	PD, CON	CON		\$
-	Nelson Share Data Driven Structures Asset Management	IM	NLTF	M&R, VFM	CON			\$
-	Nelson Share Pre-imp for 2027/30 Bridge Replacement	SHI	NLTF	M&R	D&C			\$
-	Nelson Share VFM Safety improvement programme	SHI	NLTF	SAF, VFM	CON	CON	CON	\$
Committed improvement activities								
-	Crown resilience Low Cost Low Risk programme	SHI	EXT	M&R	CON			\$
Proposed maintenance programme								
-	Proposed Maintenance, Operations and Renewals Programme	SHPP, SHO	NLTF	SAF, M&R	CON	CON	CON	\$\$\$

Key

-  Road of national significance
-  Major public transport project
-  Road of regional significance
-  Improvements activities
-  Cyclone rebuild activities
-  Proposed
-  Committed and proposed
-  Committed



Proposed state highway programme for Tasman region

Ref	Activity name	Activity class	Funding source	Draft GPS priority	2024-27 phase	2027-30 phase	2030-34 phase	10-Year cost
Proposed Roads of National Significance								
1	SH6 Hope Bypass	SHI	MIXED	EGP, SAF	PD	RP	D&C, CON	\$\$
-	Tasman Share RoNS Project Development	SHI	MIXED	EGP, SAF	PD	PD		\$
-	Tasman Share RoNS Property	SHI	MIXED	EGP, SAF			PROP	\$\$
Proposed improvement activities								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	CON	CON	CON	\$
-	Walking and cycling Low Cost Low Risk programme	W&C	NLTF	EGP	CON	CON	CON	\$
-	Public transport infrastructure Low Cost Low Risk programme	PT	NLTF	EGP	CON	CON	CON	\$
1	SH6 Wakefiled and Murchison Commercial Vehicle Regional Safety Centre	SHI	NLTF	SAF	PROP, CON	CON		\$\$
2	SH60 Takaka Hill Resilience Improvements	SHI	NLTF	M&R	D&C, PROP, CON	CON		\$\$
3	SH6 Dellows Bluff & Others Rockfall prvnt IMP	SHI	NLTF	M&R	D&C, PROP, CON			\$\$
-	Tasman Share Environmental PBC	IM	NLTF	M&R	PD			\$
-	Tasman System Plan	IM	NLTF	All	PD			\$
-	Tasman Share Digital engineering/BIM	IM	NLTF	M&R, VFM	PD, CON	CON		\$
-	Tasman Share Data Driven Structures Asset Management	IM	NLTF	M&R, VFM	CON			\$
-	Tasman Share Pre-imp for 2027/30 Bridge Replacement	SHI	NLTF	M&R	D&C			\$
-	Tasman Share VFM Safety improvement programme	SHI	NLTF	SAF, VFM	CON	CON	CON	\$\$
Committed improvement activities								
-	Crown resilience Low Cost Low Risk programme	SHI	EXT	M&R	CON			\$
-	Tasman Crown Funded Resilience	SHI	EXT	M&R	CON	CON		\$
3	SH6 Dellows Bluff & others rockfall prvnt	SHI	NLTF	M&R	PD			\$
2	SH60 Takaka Hill Resilience Improvements	SHI	NLTF	M&R	PD			\$
Proposed maintenance programme								
-	Proposed Maintenance, Operations and Renewals Programme	SHPP, SHO	NLTF	SAF, M&R	CON	CON	CON	\$\$\$\$



Te Tauihu-o-te-waka Marlborough

Te Taihu Marlborough

The economies and communities of the Marlborough region rely on the state highway network to connect with the wider South Island for freight and tourism.

Picton is the main port for freight, including forestry, and tourists travelling between the North Island and the South Island. Rail runs north/south through Marlborough, generally parallel with SH1.

The region continues to recover from damage caused by the 2022 floods. This one-in-60-year event caused flooding, slips and road damage on State Highway 6 and 63, and cut off communities in Canvastown and Rai Valley, from those in Blenheim and Nelson. Improving resilience of the state highway continues to be our focus during the next 3 years.

Economic growth and productivity

The state highway network supports economic growth and productivity by enabling goods and people to reach their destinations efficiently. Making full use of existing network and services to deliver an appropriate level of service, will be critical. Improving the productivity of the transport system, to help manage flows and congestion, will also be important.

Increased maintenance and resilience

Improving network resilience is a significant issue for Marlborough, with extreme weather events resulting in more frequent disruptions and costly repairs. Damage to both the road and rail networks because of increased rain and storm intensity, coastal and soil erosion, sea level rise, flooding, slips, and storm surges will continue to worsen as the effects of climate change keep impacting the region.

During the next 3 years, investment in the state highway network will focus on maintaining existing levels of service and improving the network's resilience. NZTA is investing in the Marlborough Resilience Programme for the state highway network. This programme will seek to investigate, design, and implement the resilience improvement activities identified in the National Resilience Programme Business Case.

Our low-cost, low risk programme includes several small-scale projects that will support improving resilience of the state highway network.

We'll also continue to work in partnership with Marlborough Roads on the Outer Marlborough Sounds rebuild.

We'll increase our investment in the operation and maintenance of the Marlborough state highway network, working with our partners, to maintain safe and reliable strategic freight corridors across the region. The state highway maintenance, operations, and renewals programme builds scale for the first 3 years and proposes investment in activities to restore the condition of the network and service levels over the 10-year period.

The programme includes:

- a significant increase in road surface and pavement renewals activity to increase the longevity of new pavements and reduce the incidence of potholes and similar faults and related repair works
- increasing drainage renewals to better deal with the effects of climate change
- increasing safety through the installation and renewal of barriers, safety markings, and digital safety devices
- robust forward planning and lifecycle asset management
- delivering work more efficiently by doing low-cost low risk improvement activities simultaneously, including Crown-funded resilience activities.

The new State Highway Pothole Prevention activity class will improve efficiencies by ensuring that maintenance funds are prioritised and ringfenced for road resealing, road rehabilitation.

Safety

Our increased investment in maintenance and renewal activities, pavement and surfacing renewals, some of which will be low-cost low risk, will help improve safety across the network and reduce deaths and serious injuries. We'll coordinate closely with maintenance activities to build back better and improve safety as part of these projects.

We'll continue to work in partnership with key agencies, including NZ Police, to support the delivery of regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use.

Planned safety works will continue at a reduced level to finish off sections that have already been started, targeting high risk areas on major corridors.

The design and delivery of speed limit changes focused on areas of high safety concern will also be examined.

Included within our bid is a significant increase in funds to improve the quality of our pavements, building greater resilience into the network to reduce potholes and improve overall skid resistance of the road surface. More investment in drainage maintenance will better protect the pavement and improve the life of the asset.

This proposal includes a Commercial Vehicle Regional Safety Centre on SH6 Foxes Island. These high-tech centres check that freight operators are complying with regulations to keep everyone safe, check for overloading which can damage the roading network, and also help to support economic growth.

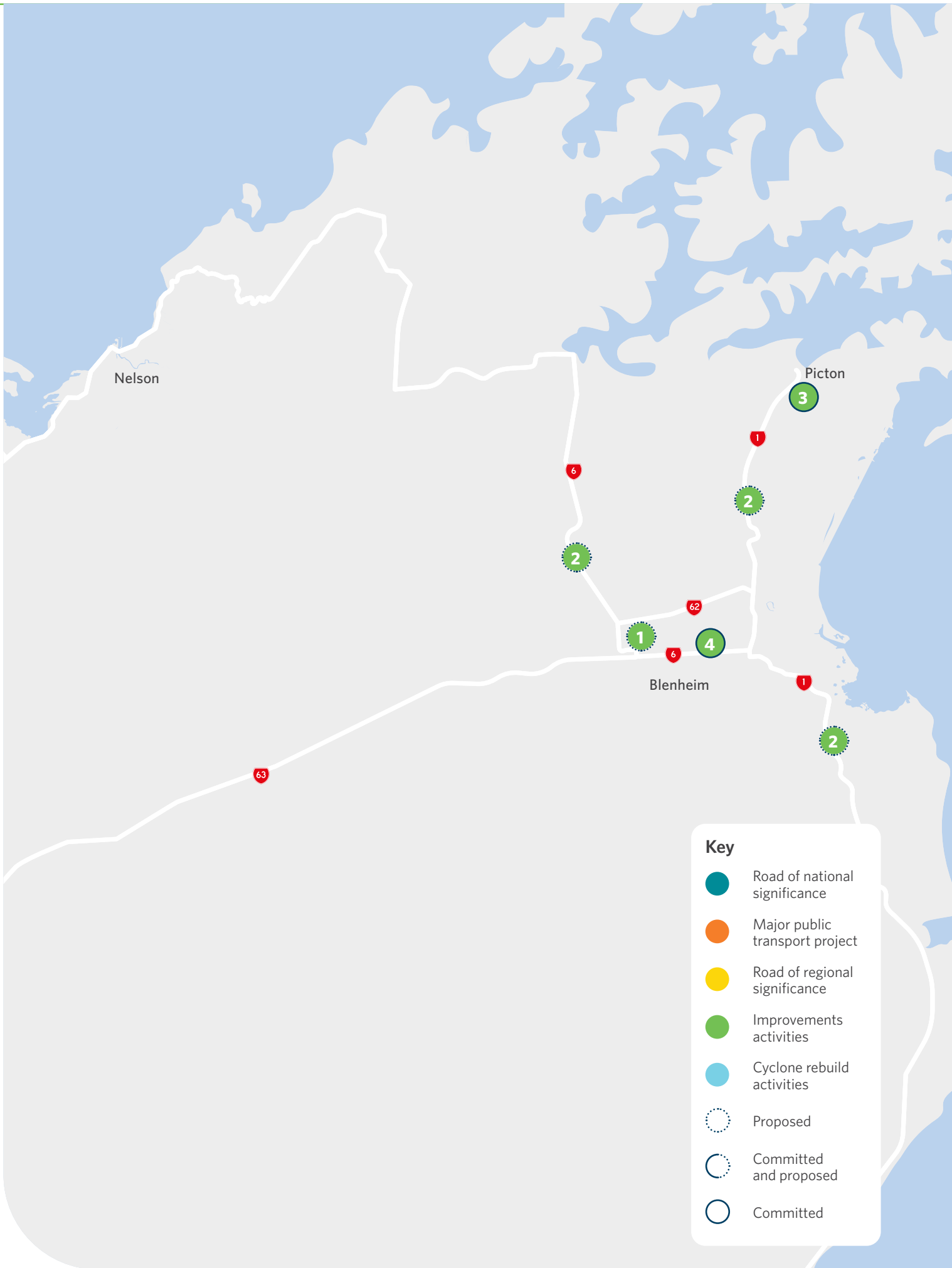
Value for money

To ensure our programme delivers value-for-money in the region, we'll be working with our partners to improve the network's performance, getting the most from existing infrastructure and using technology innovation where applicable.

Enhanced maintenance will make our network more efficient, while targeted improvements at high-risk locations will provide cost-effective ways of making our roads safer.

We'll also look to reduce costs, such as with temporary traffic management, without compromising road worker or user safety.

Alternative funding sources will also be sought as well as ways of delivering better outcomes from available funding to achieve the Government's priorities for the land transport network.



Proposed state highway programme for Marlborough region

Ref	Activity name	Activity class	Funding source	Draft GPS priority	2024-27 phase	2027-30 phase	2030-34 phase	10-Year cost
Proposed improvement activities								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	CON	CON	CON	\$\$
-	Walking and cycling Low Cost Low Risk programme	W&C	NLTF	EGP	CON	CON	CON	\$
-	Public transport infrastructure Low Cost Low Risk programme	PT	NLTF	EGP	CON	CON	CON	\$
1	SH6 Foxes Island Commercial Vehicle Regional Safety Centre	SHI	NLTF	SAF	PROP, CON			\$
2	Marlborough Resilience Programme	SHI	NLTF	M&R	PD, D&C, PROP	CON	CON	\$\$\$
-	Marlborough Share Environmental PBC	IM	NLTF	M&R	PD			\$
-	Marlborough System Plan	IM	NLTF	All	PD			\$
-	Marlborough Share Digital engineering/BIM	IM	NLTF	M&R, VFM	PD, CON	CON		\$
-	Marlborough Share Data Driven Structures Asset Management	IM	NLTF	M&R, VFM	CON			\$
-	Marlborough Share Pre-imp for 2027/30 Bridge Replacement	SHI	NLTF	M&R	CON			\$
-	Marlborough Share VFM Safety improvement programme	SHI	NLTF	SAF, VFM	CON	CON	CON	\$\$
Committed improvement activities								
-	Crown resilience Low Cost Low Risk programme	SHI	EXT	M&R	CON			\$
3	SH1 Picton Port Access Improvements	SHI	NLTF	EGP	CON			\$\$
4	SH6 Blenheim to Woodbourne Safety Improvements	SHI	NLTF	SAF		D&C, PROP, CON		\$\$
Proposed maintenance programme								
-	Proposed Maintenance, Operations and Renewals Programme	SHPP, SHO	NLTF	SAF, M&R	CON	CON	CON	\$\$\$\$



Te Tai o Poutini

West Coast

Te Tai o Poutini West Coast

The West Coast relies heavily on the state highway network and Midland Rail Line to connect communities and move freight and people. State Highways 6, 7 and 73 are under increased pressure from greater storm intensity and unstable ground.

Several locations on the network are at high risk of damage or disruption from the effects of climate change and other natural hazards such as ice and snow, erosion, rockfall, landslips and flooding.

Network closures are made worse because there are no alternative routes and detours are extremely lengthy. Tourism and the freight sector are greatly affected by these closures.

Tourism, dairy farming, and mining are the backbone of the region's economy, but the region is under pressure from tourism disruptions, a declining population and climate change.

The West Coast has one of the highest per capita rates of deaths and serious injuries on its roads with run-off road crashes, inappropriate speeds on high-risk urban and rural roads, and poor driver behaviour.

Ensuring the state highway network is well-maintained, resilient, safe, and productive is crucial for this region.

Economic growth and productivity

Transport is a critical for the region's economy, enabling people and goods to move efficiently and safely, connecting the West Coast minerals with local and international markets.

Network closures have a significant impact on West Coast communities and businesses as there are no alternative routes and detours are extremely lengthy.

Increasing our investment in the operation and maintenance of the Te Tai o Poutini state highway network to maintain safe and reliable strategic freight corridors across the region will enable the region to prosper.

SH6 Coal Creek Overbridge will be replaced as it's at the end of its economic life.

Increased maintenance and resilience

NZTA's focus will remain on improving the resilience of the network through our maintenance and renewals programme, and investment in low cost low risk projects along the network.

It's critical to design and plan work that will identify and prioritise our response to natural hazards in high-risk areas, allowing quicker recovery for affected communities.

Key projects we're looking to deliver over the next 3 years include retaining structures and rockfall protection located at:

- SH73 Candy's Bend
- SH6 Meybille Bay
- River erosion at SH6 Gates of Haast
- Seawall protection from coastal erosion at Granity on SH67, and
- a range of other lower cost resilience improvements funded through the Crown for the West Coast.

There'll be remote monitoring of SH6 Epitaph Slip. We're also working on a resilience corridor business case for SH6 Haast to Hawea.

We intend to contribute to any transport improvements required as part of a wider programme in response to flooding challenges at Franz Josef.

The state highway maintenance, operations, and renewals programme in Te Tai o Poutini builds scale for the first 3 years and proposes investment in activities to restore the condition of the network and service levels over the 10-year period.

The programme includes:

- a significant increase in road surface and pavement renewals activity to increase the longevity of new pavements and reduce the incidence of potholes and similar faults and related repair works
- increasing drainage renewals to better deal with the effects of climate change
- increasing safety through the renewal of barriers, safety markings, and digital safety devices
- increasing investment to forward works planning
- delivering work more efficiently by doing low cost low risk improvement activities simultaneously, including Crown-funded resilience activities.

The new State Highway Pothole Prevention activity class will also ensure that maintenance funds are prioritised and ringfenced for road resealing, road rehabilitation and drainage maintenance.

We'll increase our investment in the operation and maintenance of the West Coast state highway network, working alongside our partners, to maintain safe and reliable strategic freight corridors across the region.

Safety

We'll be improving road safety to reduce road deaths and serious injuries. Investment will be directed to road policing and enforcement, fixing potholes and increasing the level of road maintenance completed on the network to make the state highway network safer.

This will have the added benefit of delivering more cost-effective infrastructure investments that will help to improve the safety of road users through safe infrastructure.

We'll continue to work in partnership with key agencies, including NZ Police, to support the delivery of regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use.

Over the next three years focus for the region will be on lower cost interventions at high risk locations. An allocation has been provided for regional reactive safety projects to address community needs. The other focus will be signs and markings and road side barriers at high risk locations.

Our increased investment in maintenance and renewal and safety improvement activities, will improve safety across the network, helping to reduce deaths and serious injuries.

Included within our bid is a significant increase in funds to improve the quality of our pavements, building greater resilience into the network to reduce potholes and improve overall skid resistance of the road surface. More investment in drainage maintenance will better protect the pavement and improve the life of the asset.

Value for money

To ensure our programme delivers value-for-money in the region, we'll be working with our partners to improve the network's performance, getting the most from existing infrastructure and using technology innovation where applicable.

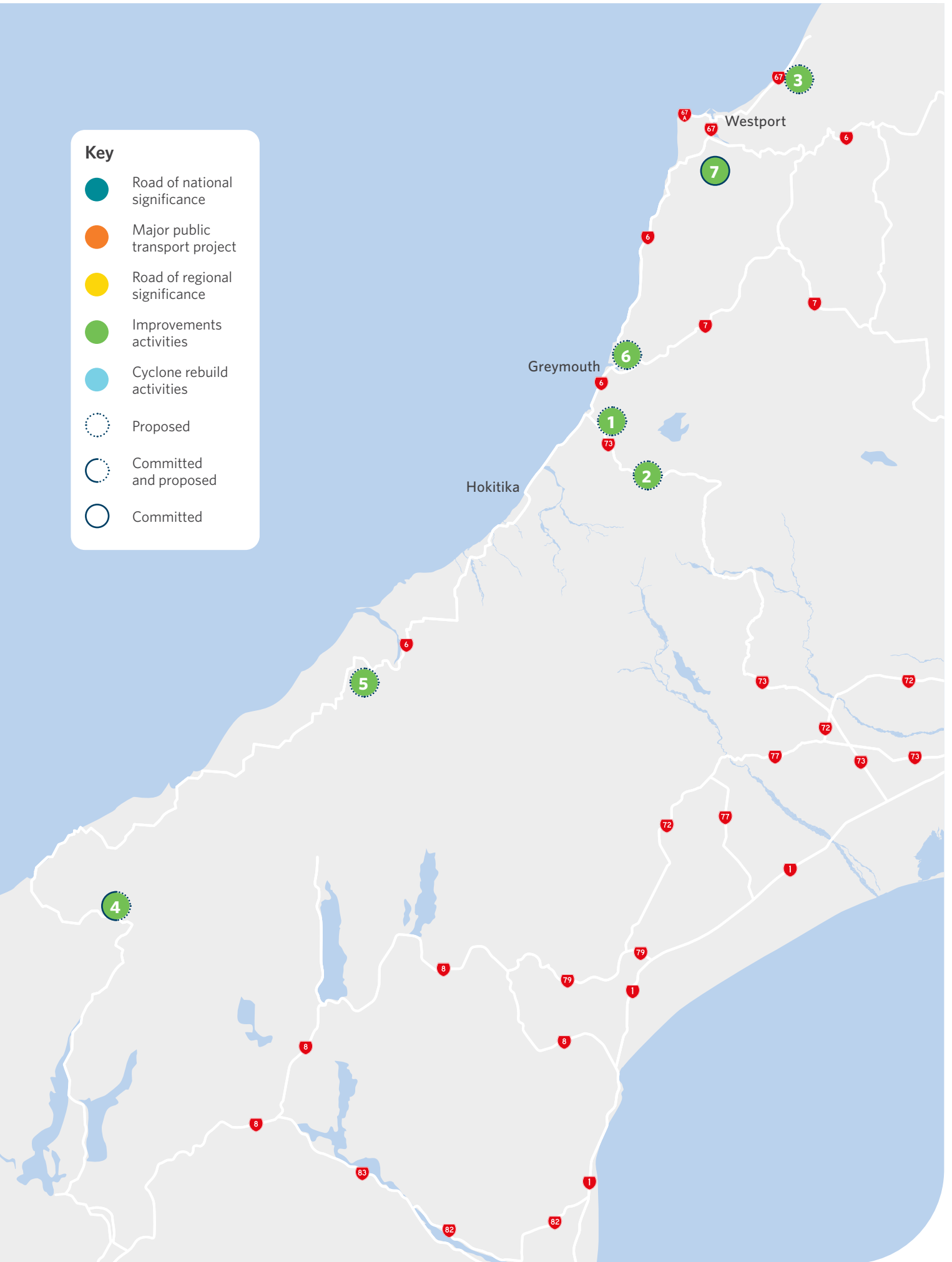
Enhanced maintenance will make our network more efficient, while targeted improvements at high-risk locations will provide cost-effective ways of making our roads safer.

We'll also look to reduce costs, such as with temporary traffic management, without compromising road worker or user safety.

Alternative funding sources will also be sought as well as ways of delivering better outcomes from available funding to achieve the Government's priorities for the land transport network.

Key

-  Road of national significance
-  Major public transport project
-  Road of regional significance
-  Improvements activities
-  Cyclone rebuild activities
-  Proposed
-  Committed and proposed
-  Committed



Proposed state highway programme for West Coast region

Ref	Activity name	Activity class	Funding source	Draft GPS priority	2024-27 phase	2027-30 phase	2030-34 phase	10-Year cost
Proposed improvement activities								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	CON	CON	CON	\$\$
-	Walking and cycling Low Cost Low Risk programme	W&C	NLTF	EGP	CON	CON	CON	\$
1	SH6 Kumara Junction Commercial Vehicle Regional Safety Centre	SHI	NLTF	SAF	PROP, CON	CON		\$
2	SH7 Stoney Creek Bridge replacement	SHI	NLTF	M&R	D&C, PROP, CON			\$\$
3	SH67 Granity seawall	SHI	NLTF	M&R	CON			\$\$
4	SH6 WTCT Haast to Hawea Resilience	SHI	NLTF	M&R	D&C, PROP, CON	CON		\$\$
5	SH6 Franz Josef Resilience Masterplan	IM	NLTF	M&R	PD			\$
-	West Coast Share Environmental PBC	IM	NLTF	M&R	PD			\$
-	West Coast System Plan	IM	NLTF	All	PD			\$
-	West Coast Share Digital engineering/ BIM	IM	NLTF	M&R, VFM	PD, CON	CON		\$
-	West Coast Share Data Driven Structures Asset Management	IM	NLTF	M&R, VFM	CON			\$
-	West Coast Share Pre-imp for 2027/30 Bridge Replacement	SHI	NLTF	M&R	D&C			\$
6	SH6 Coal Creek Overbridge EOL Replacement	SHI	NLTF	M&R	CON			\$\$
-	West Coast Share VFM Safety improvement programme	SHI	NLTF	SAF, VFM	CON	CON	CON	\$\$\$
Committed improvement activities								
-	Crown resilience Low Cost Low Risk programme	SHI	EXT	M&R	CON			\$
-	West Coast Crown Funded Resilience	SHI	EXT	M&R	CON			\$\$
4	SH6 WTCT Haast to Hawea RESIL IMPR	SHI	NLTF	M&R	PD			\$
7	SH6 SH69 to Charleston	SHI	NLTF	SAF	D&C			\$
Proposed maintenance programme								
-	Proposed Maintenance, Operations and Renewals Programme	SHPP, SHO	NLTF	SAF, M&R	CON	CON	CON	\$\$\$\$



Waitaha Canterbury

Waitaha Canterbury

Canterbury is the South Island's economic hub, with the state highway network providing a critical lifeline for freight and tourist routes to the north, west and south of Christchurch.

Canterbury produces 57 percent of the South Island's GDP. Key industries include construction, specialist manufacturing, primary production, and food processing. Economic activity is focused in and around Christchurch, a major manufacturing and freight distribution centre.

Statistics NZ estimates the region's population will grow from 650,000 to about 780,000 people by 2048, with the bulk of the growth being in Greater Christchurch.

The new Road of National Significance SH1 Belfast to Pegasus and Woodend Bypass will support this population growth by unlocking opportunities for housing development to the north of Christchurch and boosting economic growth with reliable freight connectivity.

NZTA will look to adapt to the impacts of climate change and improve the resilience of state highways in Canterbury through a significant increase in investment through the maintenance and renewal programme, and by delivering several targeted resilience improvements in higher-risk locations.

Three hundred people were killed or seriously injured on the roading network in Canterbury over the last 3 years. Delivering safety infrastructure projects on SH1, and Crown funded projects on SH75 Halswell Road in Christchurch and SH1 in Rolleston will be a key focus for the next 3-year period.

Economic growth and productivity

With 96.3 percent of the freight task tonnage in Canterbury being moved by road, the state highway network plays a crucial role in supporting the South Island economy. Ports in Lyttelton and Timaru, and the inland port in Rolleston, are the nucleus of the region's freight system. SH1 links to Picton and the Interislander ferry to the north and Otago to the south.

A new Road of National Significance, SH1 Belfast to Pegasus Motorway and Woodend Bypass, will help drive jobs and growth in North Canterbury. North Canterbury has experienced strong growth since the Christchurch earthquakes, the new Belfast to Pegasus motorway being a critical project to support the growth, reduce travel times, improve safety and reduce community severance in Woodend, and improve access to housing.

To support resilience and freight in South Canterbury, we're replacing two ageing bridges on SH82 - Waihao North Bridge and Elephant Hill Bridge - and increasing our investment in maintenance across Canterbury's state highway network.

We're looking to progress projects in the vicinity of Hornby on SH1 to improve economic growth and productivity as well as safety outcomes. Hornby experiences high delays and crash risks at key intersections, due to turning conflicts and pedestrian demands. The opportunity is to promote economic growth and productivity through reliable travel times and improved safety outcomes. We're also considering a major intersection upgrade of SH1/SH73 and bypass options for this key freight route and airport access area.

Increasing maintenance and resilience

During the next 3 years, NZTA and the Crown are investing in a targeted programme of low-cost resilience improvements in North and South Canterbury, including locations along SH1, SH8, SH73, SH77 and SH79.

We'll work with Ashburton District Council to progress the second Ashburton Bridge as identified in the GPS. This project addresses growing traffic congestion, delays and reliable journeys for freight along the SH1 corridor, connectivity issues between Ashburton and Tinwald, safety issues, and managing impacts from natural disasters such as flooding and road closures.

The state highway maintenance, operations, and renewals programme in Canterbury builds scale for the first 3 years of this SHIP and proposes investment in activities to restore the condition of the network and service levels over the 10-year period.

The programme includes:

- a significant increase in road surface and pavement renewals activity to increase the longevity of new pavements and reduce the incidence of potholes and similar faults and related repair works

- increasing drainage renewals to better deal with the effects of climate change
- increasing safety through the installation and renewal of barriers, safety markings, and digital safety devices
- increasing investment in forward works planning
- delivering work more efficiently by doing low-cost low-risk improvement activities simultaneously, including Crown-funded resilience activities.

The new State Highway Pothole Prevention activity class will also ensure that maintenance funds are prioritised and ring-fenced for road resealing, road rehabilitation and drainage maintenance.

Safety

A range of safety interventions will be delivered through our low-cost low risk programme. We'll coordinate this work with our maintenance programme to deliver better outcomes.

We'll also roll out lower-cost, value for money safety improvements on the state highway network. These will include the design and delivery of lower-cost, value for money safety retrofits in high-risk corridors and intersections, and speed limit changes focused on areas of high safety concern.

Planned safety works will continue at a reduced level to finish off sections that have been started, targeting high-risk areas on major corridors and not overlapping with planned major corridor upgrades in the future such as wide centerline key corridors.

The focus of lower cost interventions will be through regional reactive small safety projects and other lower-cost identified by the regions at high-risk locations such as signs and markings, audio tactile pavement markings and intersection speed zones at high-risk locations.

We'll continue to work in partnership with key agencies, including NZ Police, to support the delivery of regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seatbelt use.

Our increased investment in maintenance and renewal and safety improvement activities will improve safety across the network, helping to reduce deaths and serious injuries.

Included within our bid is a significant increase in funds to improve the quality of our pavements, building greater resilience into the network to reduce potholes and improve overall skid resistance of the road surface. More investment in drainage maintenance will better protect the pavement and improve the life of the asset.

This proposal includes a Commercial Vehicle Safety Centre on SH74 near Lyttelton. These high-tech centres check that freight operators are complying with regulations to keep everyone safe, check for overloading which can damage the roading network, and also help to support economic growth.

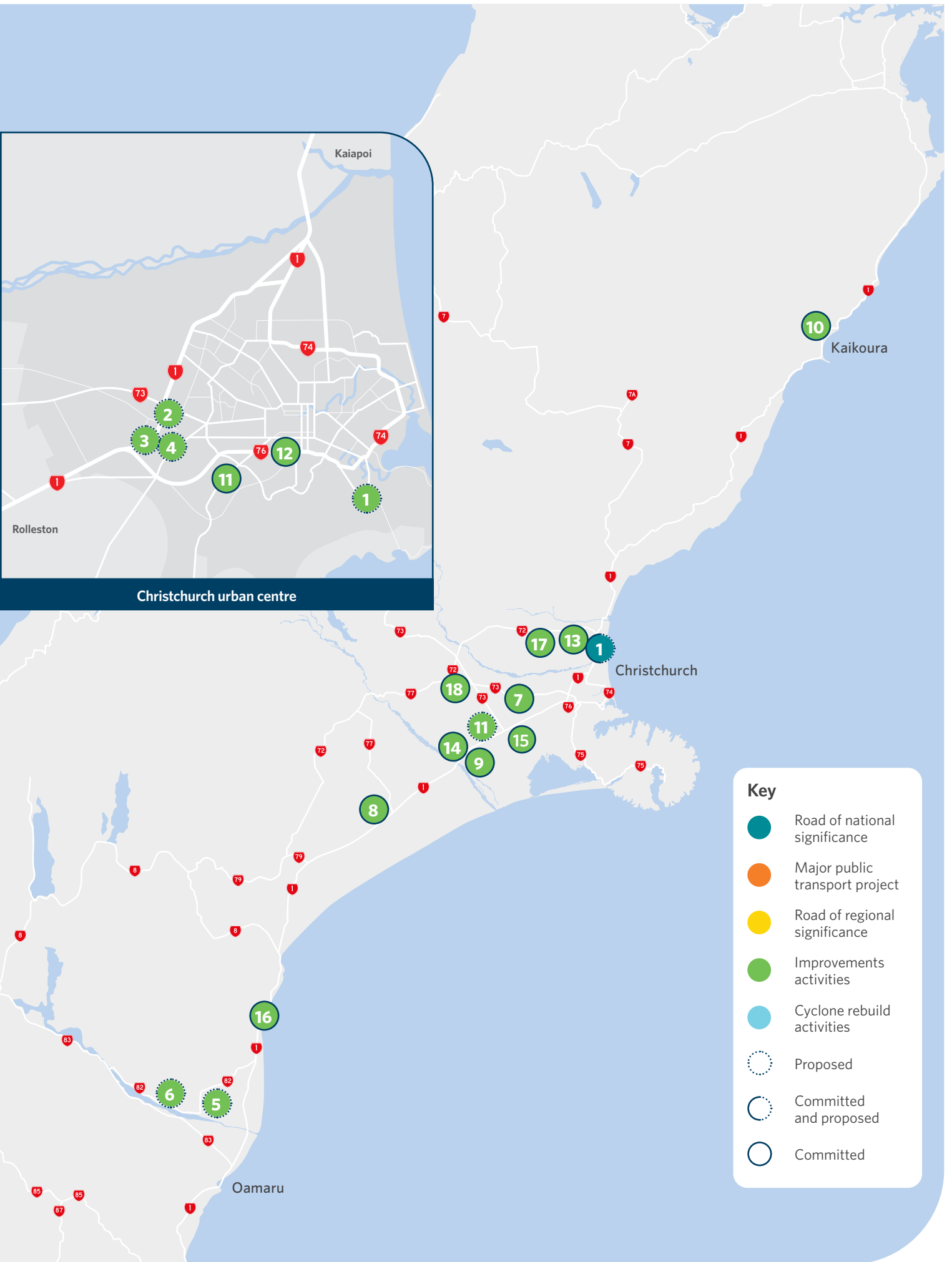
Value for money

To ensure our programme delivers value for money in the region, we'll be working with our partners to improve the network's performance, getting the most from existing infrastructure and using technology innovation where applicable.

Enhanced maintenance will make our network more efficient, while targeted improvements at high-risk locations will provide cost-effective ways of making our roads safer.

We will also look to reduce costs, such as with temporary traffic management, without compromising road worker or user safety.

Alternative funding sources will also be sought as well as ways of delivering better outcomes from available funding to achieve the Government's priorities for the land transport network.



Proposed state highway programme for Canterbury region

Ref	Activity name	Activity class	Funding source	Draft GPS priority	2024-27 phase	2027-30 phase	2030-34 phase	10-Year cost
Proposed Roads of National Significance								
1	SH1 Belfast to Pegasus Motorway and Woodend Bypass	SHI	MIX	EGP, SAF	PD, D&C, CON	CON	CON	\$\$\$\$
-	Canterbury Share RoNS Project Development	SHI	MIX	EGP, SAF	PD			\$
Committed Roads of National Significance								
1	Woodend SH1 Bypass	SHI	NLTF	EGP, SAF	PROP			\$
Proposed improvement activities								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	CON	CON	CON	\$\$
-	Walking and cycling Low Cost Low Risk programme	W&C	NLTF	EGP	CON	CON	CON	\$\$
-	Public transport infrastructure Low Cost Low Risk programme	PT	NLTF	EGP	CON	CON	CON	\$\$
1	SH74 Lyttelton Commercial Vehicle Regional Safety Centre	SHI	NLTF	SAF	PROP, CON	CON		\$
2	SH1/73 Intersection improvement	SHI	NLTF	EGP	PD	D&C, PROP, CON	CON	\$\$\$
3	SH1 Hornby Hub and corridor safety and optimisation	SHI	NLTF	EGP	PD	D&C, PROP, CON		\$\$
4	SH1 Hornby Access and Development PBC	SHI	NLTF	EGP	PD			\$
-	Greater Christchurch public transport improvements - phase 2	PTI	MIX	EGP	PD	PD, PROP	PD, PROP	\$\$
-	Christchurch Network Optimisation	IM	NLTF	EGP	PD			\$
-	Canterbury Share Environmental PBC	IM	NLTF	M&R	PD			\$
-	Canterbury System Plan	IM	NLTF	All	PD			\$
-	Canterbury Share Digital engineering/BIM	IM	NLTF	M&R, VFM	PD, CON	CON		\$
-	Canterbury Share Data Driven Structures Asset Management	IM	NLTF	M&R, VFM	CON			\$
-	Canterbury Share Pre-imp for 2027/30 Bridge Replacement	SHI	NLTF	M&R	D&C			\$
5	SH82 Waihao North Bridge EOL Replacement	SHI	NLTF	M&R	CON			\$\$
6	SH82 Elephant Hill Bridge Replacement	SHI	NLTF	M&R	CON			\$\$

-	Canterbury Share VFM Safety improvement programme	SHI	NLTF	SAF, VFM	CON	CON	CON	\$\$
---	---	-----	------	----------	-----	-----	-----	------

Committed improvement activities

-	Crown resilience Low Cost Low Risk programme	SHI	EXT	M&R	CON			\$
7	Rolleston Access Improvements	SHI	EXT	SAF	D&C, PROP, CON	CON		\$\$\$
8	SH1 Tinwald Corridor Improvements	SHI	EXT	SAF	CON			\$\$
9	Weigh Right Rakaia	SHI	NLTF	SAF	CON			\$
-	Canterbury Crown Funded Resilience	SHI	EXT	M&R	CON			\$
10	SH1 Clarence and Oaro Improvement (NLTF)	SHI	NLTF	M&R	PROP			\$
11	SH75 Halswell Road Imps	SHI	EXT	EGP	D&C, PROP, CON			\$\$
12	SH76 Brougham Street corridor improvements	SHI	EXT	SAF	D&C, PROP, CON			\$\$
-	Legacy PROP - Canterbury	SHI	NLTF	EGP	PROP			\$
13	SH1 Ashley to Belfast Saltwater-William	SHI	NLTF	SAF	D&C, PROP			\$
14	SH1 Selwyn River to Ashburton Safety Imp	SHI	NLTF	SAF	D&C, PROP, CON	CON		\$\$\$
15	SH1 Templeton to Selwyn River	SHI	NLTF	SAF	D&C, PROP, CON			\$\$
16	SH1 Timaru to St Andrews	SHI	NLTF	SAF	D&C, PROP			\$
17	SH71 Rangiora to SH1	SHI	NLTF	SAF	D&C, PROP			\$
18	SH73 West Melton to Yaldhurst	SHI	NLTF	SAF	D&C, PROP			\$

Proposed maintenance programme

-	Proposed Maintenance, Operations and Renewals Programme	SHPP, SHO	NLTF	SAF, M&R	CON	CON	CON	\$\$\$\$\$
---	---	-----------	------	----------	-----	-----	-----	------------



Ōtākou

Otago



Ōtākou Otago

Otago's large land area, and reliance on tourism and primary industries mean its state highways are crucial for the local economy.

The main inter-regional journeys in Otago are the road and rail connections to Canterbury and Southland, and the road corridors linking Queenstown to Milford Sound and other key tourist destinations across the South Island.

The region's transport network has enough capacity to meet current and future demand, except for Queenstown where the scale of growth means more capacity will be needed. The completion of current activities is a critical step in making this change possible.

Dunedin's transport system needs to change to integrate key transport outcomes, such as those related to the renewal in the central city, and the new hospital being developed into the heart of the city.

Road safety is a priority because of the high incidents of deaths and serious injuries in the last 3 years.

Economic growth and productivity

Otago relies on the state highway connections within the region, and to Canterbury and Southland, to get goods to production centres and markets. Safe and reliable access to Port Otago is important to the success of the wider Otago and Southland economies.

We'll continue to operate and maintain the state highway network to agreed levels of service for key freight and tourism connections in the region. This will include a greater focus on our maintenance, operations and renewals programme to improve resilience and safety across the network as well as replacing ageing bridge infrastructure to boost productivity.

We're planning a business case for the replacement of the single-lane Albert Town Bridge on SH6. This will help improve route resilience and provide additional capacity for new urban development.

The transport system in Dunedin is changing with central city development. We'll complete business cases for SH1 and SH88 in Dunedin to adapt to these changes and get these projects underway. Key aspects for consideration will be safety, access and efficiency improvements, as well as potentially shifting the SH88 connection north of its current location near the new Dunedin hospital, accommodating additional traffic including freight movement to the Port.

Over the next 3 years we'll progress transport improvements in Queenstown, and begin the Roads of Regional Significance projects in Otago, which include projects addressing capacity issues and congestion in Queenstown and bridge upgrades/replacements in Otago.

We'll start planning for interventions to optimise the state highway network SH1 and SH87 around and in Mosgiel given the significant growth in housing development that is planned in the future. This will improve travel time reliability and safety outcomes into and out of Mosgiel.

Increased maintenance and resilience

Otago faces a range of effects from climate change and natural hazards. The most significant natural hazard risks are rockfall, landslips, flooding, ice, and snow, especially along SH6, SH8 and SH88.

Sections of the interregional coastal corridor, along which are the region's major rail and road connections to the north and south of Dunedin, are at risk from the impacts of climate change, including sea level rise and more frequent weather events.

During the next 3 years, NZTA and the Crown are investing in and completing resilience improvements on:

- SH1 Katiki Straight rock armouring
- Kakanui River flood mitigation
- drainage and slope stabilisation
- addressing rockfall sites on SH8, SH83 and SH85
- SH1 Waikouaiti flood mitigation.

We're also working on resilience corridor business cases for SH6 Cromwell to Frankton, Frankton to Kingston and Haast to Hawea, and will make progress on design and implementation of improvements in 2024-27.

We'll increase our investment in the operation and maintenance of the Otago state highway network, working with our partners, to maintain safe and reliable strategic freight corridors across the region.

The state highway maintenance, operations, and renewals programme in Otago builds scale for the first 3 years of this SHIP and proposes investment in activities to restore the condition of the network and service levels over the 10-year period.

The programme includes:

- a significant increase in road surface and pavement renewals activity to increase the longevity of new pavements and reduce the incidence of potholes and similar faults and related repair works
- increasing drainage renewals to better deal with the effects of climate change
- increasing safety through the installation and renewal of barriers, safety markings, and digital safety devices

- increasing investment in forward works planning
- delivering work more efficiently by doing low-cost low-risk improvement activities simultaneously, including Crown-funded resilience activities.

The new State Highway Pothole Prevention activity class will also ensure that maintenance funds are prioritised and ring-fenced for road resealing, road rehabilitation and drainage maintenance.

Safety

Over the next 3 years we'll roll out lower-cost, value for money safety improvements on the state highway network. These will include the design and delivery of lower-cost, value for money safety retrofits in high-risk corridors and intersections, and the design and delivery of speed limit changes focused on areas of high safety concern.

A range of safety interventions will be delivered through our low-cost low-risk programme.

Planned safety works will align with maintenance works targeting high-risk areas on key corridors.

The focus of lower-cost interventions will be through regional reactive small safety projects and other lower-cost interventions identified by the regions at high risk locations such as, signs and markings and audio tactile pavement markings at high-risk locations.

Our increased investment in maintenance and renewal activities, pavement and surfacing renewals, some of which will be low-cost low-risk, will improve safety across the network.

We'll continue to work in partnership with key agencies, including NZ Police, to support the delivery of regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seatbelt use.

This proposal includes a Commercial Vehicle Safety Centre on SH1 Lake Waihola. These high-tech centres check that freight operators are complying with regulations to keep everyone safe, check for overloading which can damage the roading network, and also help to support economic growth.

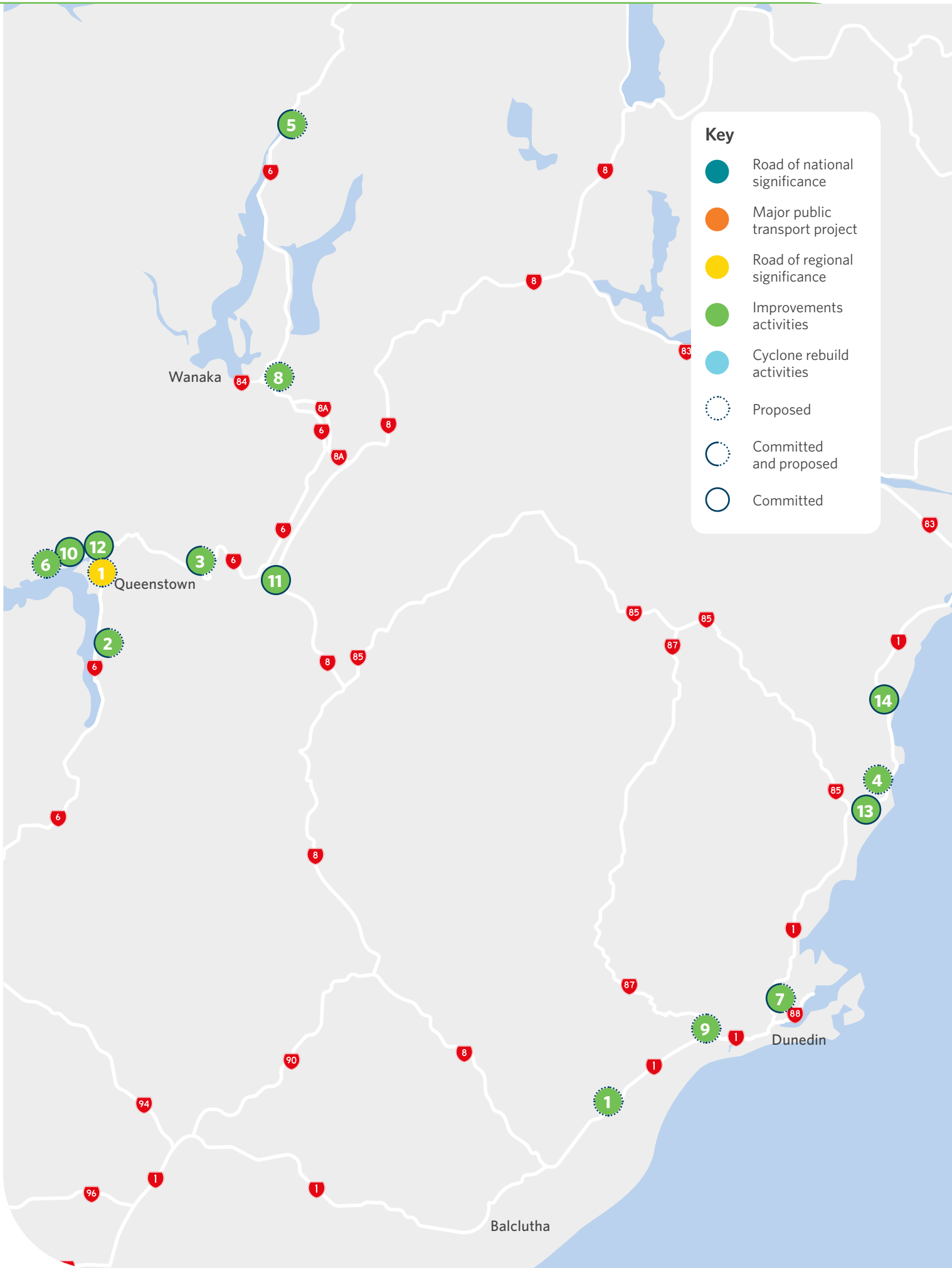
Value for money

To ensure our programme delivers value for money in the region, we'll be working with our partners to improve the network's performance, getting the most from existing infrastructure and using technology innovation where applicable.

Enhanced maintenance will make our network more efficient, while targeted improvements at high-risk locations will provide cost-effective ways of making our roads safer.

We will also look to reduce costs, such as with temporary traffic management, without compromising road worker or user safety.

Alternative funding sources will also be sought as well as ways of delivering better outcomes from available funding to achieve the Government's priorities for the land transport network.



Proposed state highway programme for Otago region

Ref	Activity name	Activity class	Funding source	Draft GPS priority	2024-27 phase	2027-30 phase	2030-34 phase	10-Year cost
Proposed Roads of Regional Significance								
1	SH6 Frankton Flats network improvements	SHI	NLTF	M&R	PROP, CON	CON		\$\$\$
-	Otago State Highway bridge upgrades	SHI	NLTF	M&R	PD	D&C, PROP, CON	CON	\$\$
Proposed improvement activities								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	CON	CON	CON	\$\$
-	Walking and cycling Low Cost Low Risk programme	W&C	NLTF	EGP	CON	CON	CON	\$
-	Public transport infrastructure Low Cost Low Risk programme	PT	NLTF	EGP	CON	CON	CON	\$
1	SH1 Lake Waihola Commercial Vehicle Regional Safety Centre	SHI	NLTF	SAF	PROP, CON	CON		\$
2	SH6 Frankton To Kingston Resilience improvements	SHI	NLTF	M&R	D&C, PROP, CON			\$
3	SH6 Cromwell to Frankton Resilience improvements	SHI	NLTF	M&R	D&C, PROP, CON	CON		\$\$
4	SH1 Katiki Resilience (rock armouring)	SHI	NLTF	M&R	D&C, CON			\$
5	SH6 OTA Haast to Hawea Resil	SHI	NLTF	M&R	D&C, PROP, CON	CON		\$\$
6	Stanley St Corridor Improvements (Queenstown Town Centre DBC)	SHI	NLTF	EGP		D&C, PROP	CON	\$\$
7	SH88 Dunedin City and Hospital	SHI	NLTF	EGP	D&C, CON			\$\$
7	SH1 Dunedin City and Hospital	SHI	NLTF	EGP	D&C, CON	CON		\$\$
8	SH6 Albert Town Bridge improvement	SHI	NLTF	EGP, M&R	PD	D&C, PROP, CON	CON	\$\$
9	SH1 and SH87 Mosgiel optimisation improvements	SHI	NLTF	EGP, SAF	PD	D&C, PROP, CON		\$\$
-	Otago Share Environmental PBC	IM	NLTF	M&R	PD			\$
-	Otago System Plan	IM	NLTF	All	PD			\$

-	Otago Share Digital engineering/BIM	IM	NLTF	M&R, VFM	PD, CON	CON		\$
-	Otago Share Data Driven Structures Asset Management	IM	NLTF	M&R, VFM	CON			\$
-	Otago Share Pre-imp for 2027/30 Bridge Replacement	SHI	NLTF	M&R	D&C			\$
-	Otago Share VFM Safety improvement programme	SHI	NLTF	SAF, VFM	CON	CON	CON	\$\$

Committed improvement activities

-	Crown resilience Low Cost Low Risk programme	SHI	EXT	M&R	CON			\$
3	SH6 Cromwell to Frankton Resilience	SHI	NLTF	M&R	PD			\$
2	SH6 Frankton to Kingston Resilience	SHI	NLTF	M&R	PD			\$
5	SH6 OTA Haast to Hawea RESIL IMPR	SHI	NLTF	M&R	PD			\$
10	Queenstown Package	SHI	EXT	EGP	D&C, PROP, CON			\$\$\$
7	Dunedin City and Hospital	SHI	NLTF	EGP	PD			\$
11	SH6 SH8B SH8 Gibbston to Clyde	W&C	NLTF	EGP	CON			\$
12	Wakatipu Walking/Cycling Network Improve	W&C	NLTF	EGP	CON			\$
13	SH1 Oamaru-Dunedin (Hampden-Palmerston)	SHI	NLTF	SAF	D&C			\$
14	SH1 Oamaru-Dunedin (Herbert to Hampden)	SHI	NLTF	SAF	D&C			\$

Proposed maintenance programme

-	Proposed Maintenance, Operations and Renewals Programme	SHPP, SHO	NLTF	SAF, M&R	CON	CON	CON	\$\$\$\$\$
---	---	--------------	------	-------------	-----	-----	-----	------------



Murihiku Southland

Murihiku Southland

As a rural-based economy, Southland's roads are critical for moving goods to production centres and on to domestic and international markets. Network closures have significant impacts on Southland's communities as detours can be lengthy.

The two key connections in Southland are the freight route north to Dunedin/Port Chalmers and beyond, and tourist connections north to Queenstown.

There is good capacity on the existing network and opportunities for increased freight movement by rail. Getting more out of existing networks and making the transport system safer and more resilient are the priorities for investment in Southland's state highway network during the next decade.

Economic growth and productivity

Southland has an extensive network of state highways and local roads, as well as a rail freight connection linking Invercargill and Dunedin. We'll continue to operate and maintain the state highway network to agreed levels of service for key freight and tourism connections in the region. This will include a greater focus on maintenance, operations and renewals across the region to build resilience and safety into the network, and replace ageing bridges to support productivity and growth.

Increasing maintenance and resilience

We're working on a SH94 corridor resilience business case between Te Anau Downs and Milford, with the intention of completing pre-implementation and starting the improvements on this route in the next 3 years.

We're supporting the Milford Opportunities Project by completing Crown-funded safety and resilience improvements to the Homer Tunnel, including a new portal structure at the eastern entrance. Additional funding will be used to explore whether more safety and resilience improvements are required for the Homer Tunnel.

Our focus will remain on improving network resilience through our maintenance and renewal programme, and investment in low cost, low risk projects along the network.

It's critical to design and plan work that will identify and prioritise our response to natural hazards in higher-risk areas across the region to allow quicker recovery for affected communities. Other projects we're looking to deliver with Crown funding in 2024-27 include:

- relocating the road inland on SH94 at Shooting Rail Slip site
- raising the road on SH1 at Ocean Beach, near Bluff
- replacing the culvert at McCrackens Rest with greater capacity
- stabilising the bank at Rileys Slip on SH99.

We'll increase our investment in the operation and maintenance of the Southland state highway network, working with our partners, to maintain safe and reliable strategic freight corridors across the region.

The state highway maintenance, operations, and renewals programme in Southland builds scale during the first 3 years of this SHIP and proposes investment in activities to restore the condition of the network and service levels over the 10-year period. The programme includes:

- a significant increase in road surface and pavement renewals activity to increase the longevity of new pavements and reduce the incidence of potholes and similar faults and related repair works
- increasing drainage renewals to better manage the effects of climate change
- increasing safety through the installation and renewal of barriers, safety markings, and digital safety devices
- increasing investment in forward works planning
- delivering work more efficiently by doing low-cost low-risk improvement activities simultaneously, including Crown-funded resilience activities.

The new State Highway Pothole Prevention activity class will also ensure that maintenance funds are prioritised and ring-fenced for road resealing, road rehabilitation and drainage maintenance.

Safety

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

The proposal includes a new Commercial Vehicle Regional Safety Centre at Southland Site 1. These high-tech centres check that freight operators are complying with regulations to keep everyone safe, check for overloading which can damage the roading network, and also help to support economic growth.

A range of safety interventions will be delivered through our low-cost, low-risk programme. We'll coordinate this work with our maintenance programme to deliver even better safety outcomes.

We'll roll out lower-cost, value for money safety improvements on the state highway network. These will include the design and delivery of lower-cost, value for money safety retrofits in high-risk corridors and intersections, and the design and delivery of

speed limit changes focused on areas of high safety concern.

We'll continue to work in partnership with key agencies, including NZ Police, to support the delivery of regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seatbelt use.

Our increased investment in maintenance and renewal and safety improvement activities, will improve safety across the network, helping to reduce deaths and serious injuries.

The focus of lower-cost interventions will be through regional reactive small safety projects and other lower-cost interventions identified by the regions at high-risk locations such as, signs and markings and audio tactile pavement markings at high-risk locations.

Included within our bid is a significant increase in funds to improve the quality of our pavements, building greater resilience into the network to reduce potholes and improve overall skid resistance of the road surface. More investment in drainage maintenance will better protect the pavement and improve the life of the asset.

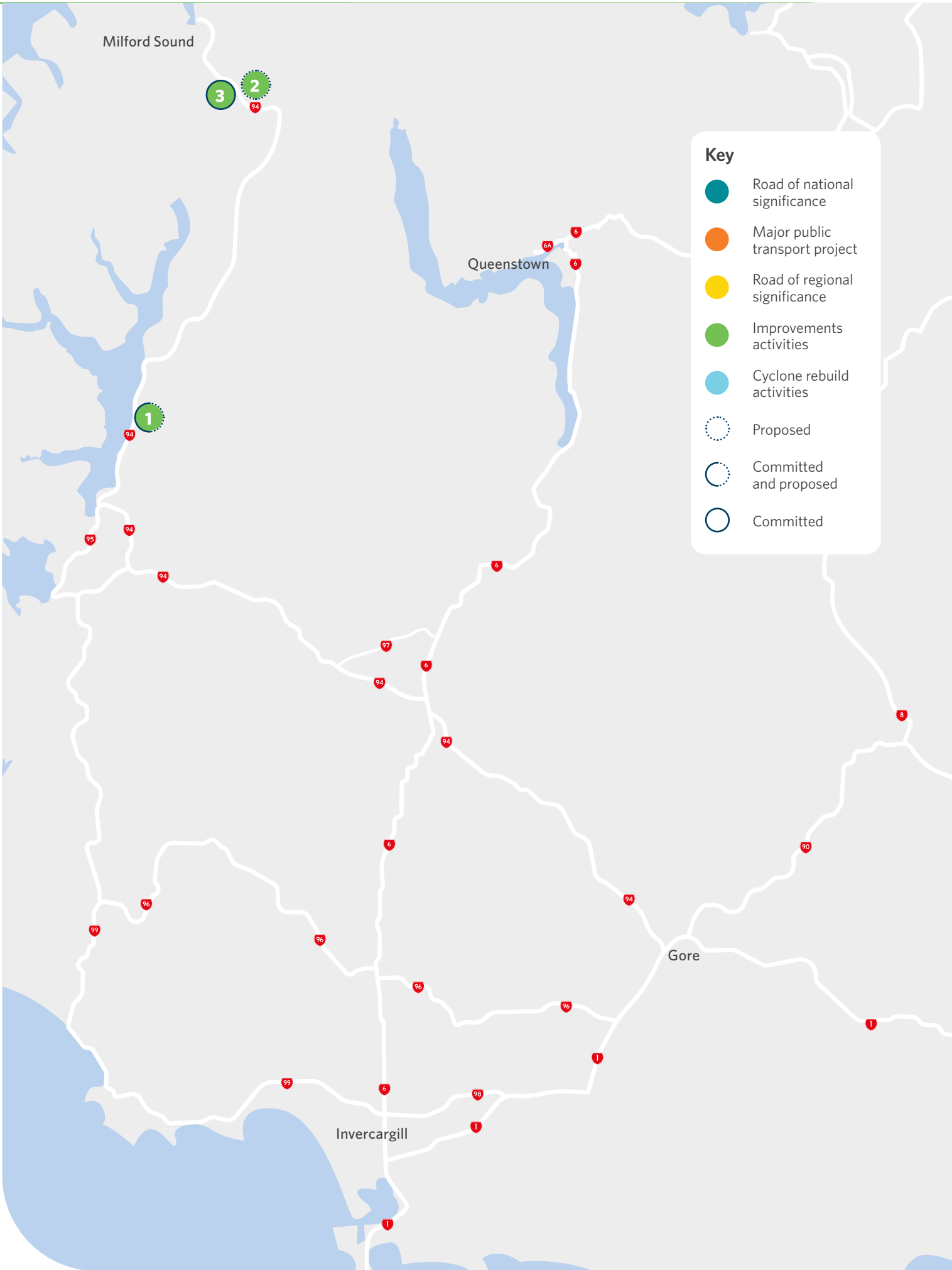
Value for money

To ensure our programme delivers value for money in the region, we'll be working with our partners to improve the network's performance, getting the most from existing infrastructure and using technology innovation where applicable.

Enhanced maintenance will make our network more efficient, while targeted improvements at high-risk locations will provide cost-effective ways of making our roads safer.

We will also look to reduce costs, such as with temporary traffic management, without compromising road worker or user safety.

Alternative funding sources will also be sought as well as ways of delivering better outcomes from available funding to achieve the Government's priorities for the land transport network.



Proposed state highway programme for Southland region

Ref	Activity name	Activity class	Funding source	Draft GPS priority	2024-27 phase	2027-30 phase	2030-34 phase	10-Year cost
Proposed improvement activities								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	CON	CON	CON	\$\$
-	Walking and cycling Low Cost Low Risk programme	W&C	NLTF	EGP	CON	CON	CON	\$
-	Public transport infrastructure Low Cost Low Risk programme	PT	NLTF	EGP	CON	CON	CON	\$
-	Southland Site 1 Commercial Vehicle Regional Safety Centre	SHI	NLTF	SAF	PROP, CON	CON		\$
1	SH94 Milford Road to te Anau Downs	SHI	NLTF	M&R	D&C, PROP, CON			\$\$
2	SH94 Homer Tunnel Rockfall Avalanche Protection	SHI	NLTF	M&R	D&C, CON			\$\$
-	Southland Share Environmental PBC	IM	NLTF	M&R	PD			\$
-	Southland System Plan	IM	NLTF	All	PD			\$
-	Southland Share Digital engineering/ BIM	IM	NLTF	M&R, VFM	PD, CON	CON		\$
-	Southland Share Data Driven Structures Asset Management	IM	NLTF	M&R, VFM	CON			\$
-	Southland Share Pre-imp for 2027/30 Bridge Replacement	SHI	NLTF	M&R	D&C			\$
-	Southland Share VFM Safety improvement programme	SHI	NLTF	SAF, VFM	CON	CON	CON	\$\$
Committed improvement activities								
-	Crown resilience Low Cost Low Risk programme	SHI	OTH	M&R	CON			\$
3	CIP SH94 Homer Tunnel	SHI	OTH	M&R	D&C, CON			\$
1	SH94 Milford Road to Te Anau Downs RESIL	SHI	OTH	M&R	PD			\$
Proposed maintenance programme								
-	Proposed Maintenance, Operations and Renewals Programme	SHPP, SHO	NLTF	SAF, M&R	CON	CON	CON	\$\$\$\$

