

DRAFT TRANSPORT AGENCY INVESTMENT PROPOSAL 2018-27

Regionally-delivered programmes proposed for
inclusion within regional land transport plans





NZ Transport Agency

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INTRODUCTION

The purpose of this Draft Transport Agency Investment Proposal (the TAIP) is to set out the 10-year programme of activities that the Transport Agency proposes for inclusion in the 2018-27 National Land Transport Programme (the NLTP), to give effect to the 2018-27 Government Policy Statement on Land Transport (the GPS). The activities in the TAIP will support the locally-led activities that councils also put forward for inclusion in the NLTP.

The NLTP is prepared every three years by the Transport Agency, and outlines a 10-year programme of activities that will be funded through the National Land Transport Fund – often through co-investment with councils. The strategic direction, forecast revenue, and funding allocations (activity classes) for the NLTP are set out in the GPS. The draft GPS 2018-27 was released for consultation on 3 April 2018 and is due to be finalised by 30 June 2018.

Activities in this TAIP are presented for consideration by Regional Transport Committees as part of their process of re-assessing their Regional Land Transport Plans (RLTPs) to align with the GPS. RLTPs are due to be submitted to the Transport Agency by 30 June 2018, but can be varied at any time.

In previous years, this document has been presented as the ‘State Highway Investment Proposal’ or SHIP. This year, the Transport Agency is taking a wider, whole of system and multi-modal approach to its investment submissions. It is driven in part by the creation of two new activity classes within the draft GPS, relating to **rapid transit** and **transitional rail**. The draft GPS indicates that, as with state highway improvements, these new activity classes will be 100% funded from the NLTF. This recognises the national importance of these activities in giving effect to the new strategic direction and outcomes that the Government seeks to achieve through the GPS.

Our new approach will provide much greater visibility of the range of activities the Transport Agency intends to invest in at both regional and national levels. The approach offers partners and stakeholders more certainty for planning purposes and provides the Transport Agency with the opportunity to demonstrate the broad range of activities it undertakes alongside partners to deliver for customers and for New Zealand.

This inaugural TAIP is structured to set out the Transport Agency’s proposed activities for:

- **State highways**
- **Rapid transit**
- **Transitional rail**
- **Nationally-delivered programmes**
- **Road policing**

The details of the proposed investment across all the activities above are set out in the document that follows.

The appendices to this document include regional summaries setting out the proposed investment in state highways within a region alongside information about the opportunities for investment in other activity classes, and a comprehensive list of all proposed state highway improvement projects nationally.



GREAT JOURNEYS TO KEEP NEW ZEALAND MOVING

A well-planned and connected transport system makes a big difference every day for our communities, the economy and environment – it's what keeps New Zealand moving. It delivers social, economic and environmental benefits, helps our communities to flourish, and safely connects people to jobs, schools, services and recreation.

We have undergone a transformation during the last year to ensure we're better positioned to respond to changes in technology and customer expectations. This has included implementing a new strategy and operating model to ensure we're ready to work with our partners to create an integrated transport system with the flexibility to deliver in a rapidly changing environment.

We are listening to our customers and, together with our partners, embracing new technology and responding to change so we are ready for tomorrow with an integrated transport system which is safer, better connected and easier to use. This will give people the freedom to choose how they move around, helping them get the most out of life whether they cycle, walk or drive, or if they catch a bus, train or ferry.

Together, we're working to ensure our transport system is efficient, resilient and sustainable, and unlocks the opportunities that will keep New Zealand moving. This will ensure our cities are great places to live and our regions continue to thrive.

Our key urban growth areas of Auckland, Hamilton, Tauranga, Wellington, Christchurch and Queenstown face many transport challenges related to population and tourism growth. We're helping to manage and support this growth by making best use of existing infrastructure, and by harnessing new technology to actively manage travel demand and introduce new services.

We're also prioritising safety improvements that will achieve the biggest reduction in the number of deaths and serious injuries on our roads across the country.

Where we are planning new infrastructure, we will work to ensure it complements planned residential and commercial development, and supports the use of other modes of transport to get people and freight to their destinations safely, efficiently and with minimal environmental impact. This integrated approach will provide people with greater choice, and supports better community and regional outcomes.

Across all our programmes and initiatives, we are committed to increasing our focus on the environment and public health. This will see improvements in the design, delivery, operation and maintenance of state highways as we work to reduce greenhouse gas emissions, support public transport and active modes of transport, and mitigate the impacts of water run-off, route selection, noise, and transport pollution.



FERGUS GAMMIE
Chief Executive

GIVING EFFECT TO THE GOVERNMENT'S NEW DIRECTION

The Government's new priorities for investment in land transport over the next 10 years from the National Land Transport Fund (NLTF) are outlined in the draft GPS 2018, which guides all investment decisions across the land transport system, including state highways.

The Transport Agency must ensure that its investment decisions in relation to the NLTP give effect to the GPS and deliver the Government's transport priorities. Based on the draft GPS 2018, the TAIP will support the Government's priorities for a land transport system that:

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

NEW STRATEGIC DIRECTION: DRAFT GPS 2018



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

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

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

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

SUPPORTING COUNCILS TO CO-INVEST

The draft GPS shifts investment away from state highway improvements (100% NLTF funded) and towards regional improvements, local road improvements, public transport and active modes. All of these have local share requirements (usually in the order of a 50:50 ratio between NLTF and local share).

This change in strategic direction will present new challenges and opportunities in relation to local share affordability. The Transport Agency will work with councils to develop a range of options to support councils to take up new co-investment opportunities in the draft GPS. Options might include:

- using targeted and varied funding assistance rates, especially for progressing high priority activities
- reviewing and updating Farebox policy for public transport services
- providing for co-investment in maintenance of walking infrastructure (which is currently not eligible for funding)
- leveraging from new activities signalled in the draft GPS, including rapid transit and rail infrastructure
- using Transport Agency resource and capability to directly support council-led business cases, procurement and delivery
- information and capability development through a variety of channels.

STATE HIGHWAYS

This section of the TAIP sets out the Transport Agency's proposed investment into maintaining, operating and improving state highways during the next three, six, and 10 years. This investment will be funded from a number of activity classes in the draft GPS:

- State highway improvements
- Regional improvements
- Walking and cycling
- Public transport.

Final decisions on which state highway projects will be funded by the National Land Transport Fund will be outlined in the NLTP.

State highway projects have been aligned to prioritise projects and programmes that deliver:

- high-impact **safety** interventions to reduce deaths and serious injuries
- improved access through investment in **resilience** at the most critical points on the network
- **integration with local road projects** to support better community and regional outcomes
- **integration with other transport modes**, particularly public transport in high-growth urban areas
- support for **walking and cycling** to help create more liveable and environmentally friendly cities; and support for inter-regional walking and cycling infrastructure
- improved **environmental outcomes** through better design and resource management
- **value for money** by ensuring the right activities are being delivered at the right time, for the best price.

In addition, all existing and proposed state highway improvements projects have been assessed and refocused where necessary to ensure they deliver to the new direction and priorities. The Transport Agency has taken the following into account in carrying out this work:

- **Taking an integrated approach:** The draft GPS 2018 requires state highway activities to be developed within the context of the wider transport system. This ensures integration with local roads and other modes of transport to support the wider social and economic outcomes sought for connected communities and regions.
- **Making the best use of existing assets:** The draft GPS 2018 retains a strong focus on funding for operations, maintenance, renewals and emergency works for existing state highways. Special attention has been paid to the strategic priorities of safety and access, including resilience.
- **Reduced funding for state highway improvements:** The draft GPS 2018 signals an overall long term reduction in funding for the construction of new state highway assets. New infrastructure and services have been targeted to support planned growth, or respond to safety or resilience challenges.

Further information about the outcomes sought through the proposed investment in state highways are summarised in the following sections. The appendices to this document include regional summaries that include tables setting out the projects proposed within each region, and a comprehensive list of all improvement projects nationally.

SAFETY

Nobody should die or be seriously injured as the result of the land transport system. The Transport Agency is committed to delivering a system that is designed with safety as the top priority, and which is forgiving of human mistakes and incidents that currently cost lives and result in serious injuries.

The draft GPS 2018 reflects a significant lift in ambition for improving the safety of the land transport system. The TAIP responds to this by proposing a programme of initiatives across state highway maintenance, operations and improvements, that:

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

The investments proposed by the TAIP will significantly reduce the number of deaths and serious injuries on our state highways. The full impact of the programme will be realised by June 2028, when the reduction in deaths or serious injuries will reach around 200 per year. By prioritising the most significant risks, the TAIP will achieve nearly half of this annual reduction by 2021.

The key components of the safety programme are set out below:

- **Complete the existing roads and roadsides corridor safety programme:** All safety projects that are currently underway will be prioritised for completion.
- **Develop a new roads and roadsides corridor safety programme:** This includes five new targeted programmes covering high-risk intersections, median barriers, motorcycle routes, speed management on high risk routes, and interventions to support active modes of transport such as walking and cycling.

The programmes above contain a balance of the best-performing projects across the following:

- **Safe system enhancement works:** includes quick-win median barrier projects, works to facilitate speed management, major intersection improvements, and corridor enhancements costing \$2 million per kilometre.
- **Safer corridor improvements:** includes motorcycle routes, active mode corridor improvements, and corridor projects costing greater than \$200,000 per kilometre.
- **Safe intersection improvements:** includes high risk intersection projects, and active mode intersection improvements.
- **Safety management works:** includes corridor improvements costing less than \$200,000 per kilometre, such as developing and implementing speed management opportunities.

The Transport Agency will collaborate with its partners to deliver the 2018–21 safety programme in support of the safe system approach.

The TAIP also supports the safety of our state highways by proposing further investments in road safety advertising, road policing, maintaining and operating local network, improving local transport networks, and a number of other programmes.

ACCESS

The transport system provides people with the ability to physically connect with each other, the social and economic opportunities associated with education, employment, healthcare and markets, and the goods and services necessary to maintain livelihoods and support wellbeing. Improving access across the transport system is about providing safe, easy and affordable travel choices, ensuring the network is resilient at its critical points, keeping people and communities connected, and getting goods to market efficiently and on time. This is critical for growing New Zealand's economy and social wellbeing.

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

Approach toward improving access in urban areas

With the increasing growth of our urban centres, transport systems and services face challenges in providing adequate access to social and economic opportunities. To sustain and improve access, particularly in high growth areas, we need to be smarter in how we manage, operate, and prioritise investments in the transport system.

The draft GPS 2018 places an increased emphasis on the role of integrated land use and transport planning to support the planned residential and commercial growth and the creation of liveable cities. This means reducing the need to travel by single-occupancy vehicles, and improving the range of transport choices and connections.

The investments proposed by the TAIP will contribute by ensuring that state highways support connections for rapid transit and public transport, and play a role in the provision of walking and cycling facilities. We will also work in partnership with local government to develop and improve multi-modal connections and incentivise people to use them.

Approach toward improving access in regional areas

Under the TAIP, proposed investment in the regions aims to support regional strengths. It will ensure that state highways play their part in helping the wider transport system to provide safe and resilient access for people, freight and tourism to a range of social and economic opportunities. State highway investment includes a particular focus on improving the resilience of interregional connections for freight and tourism.

The transport system works most effectively and reliably when people have good transport choices, and all transport modes across the system make the best use of the capacity of existing infrastructure and services. This helps all traffic types to flow smoothly, and maximises the amount of people and freight that can travel through the network. We will work closely with our transport partners to balance infrastructure activities with demand management and other activities that make the best use of the existing transport system and provide customers with greater choice.

The state highway programme for improving access includes:

Resilient regional connections

Providing and enabling reliable access is the basis of a well-functioning transport system. Our customers want to reach their destinations safely and reliably whenever and wherever they travel. Reliable access is also important for regional growth, particularly where customers face significant social and economic challenges.

This means New Zealand's transport system must be resilient, and able to quickly reconnect our communities after crashes and natural events such as earthquakes and adverse weather (rain, flooding and snow). Resilience is about preserving and restoring access, making sure the transport system can absorb and withstand disruptive events by having planned alternative routes when roads are closed, and ensuring roads are reopened as soon as possible. Doing so requires strong, well-resourced partnerships with local government and other stakeholders.

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

While most state highways provide a good level of day-to-day resilience, this is not always the case along regional routes that have lower One Network Road Classification (ONRC), such as SH3 north of New Plymouth, the Manawatū Gorge on SH2, SH2 between Napier and Gisborne, and parts of SH73 and 94. Additionally, regions such as Northland and the West Coast often experience poor resilience due to a lack of viable alternative routes.

We must also continue to consider how we will respond to the challenges that climate change presents to the resilience of the transport system, particularly the impact of a rising sea level on our coastal state highways.

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

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

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

Completing the state highway sections of high-productivity motor vehicle (HPMV) routes

Over the last three years we have opened up about half of the state highway network to High Productivity Motor Vehicles (HPMVs). HPMV sections allow fewer trucks to transport more freight, which not only helps New Zealand's economy, but also reduces congestion and improves safety by removing trucks from the roads.

Under the TAIP, we will continue to support our freight customers and operators over the next three years by extending HMPV sections. We will also continue to facilitate the opening of complementary sections of local roads to HPMVs as part of the integrated transport system.

Completing state highway safety projects

There are many safety-focused projects that are already contracted and under way and are expected to be completed in the 2018-21 period. These include:

- SH58 Safety Improvements
- Visiting Driver Signature projects
- SH23 (Hamilton to Whatawhata)

Supporting Auckland's growth

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

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

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

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

The approach is supported by an indicative package that illustrates the type and quantum of investment to deliver the strategic approach.

In late 2017 the new Government requested an update to the ATAP indicative package, to ensure it reflects the transport vision of Auckland Council and Government. This update is nearing completion and has informed the development of the state highway proposals. With the planned strategic road network in Auckland largely complete, future investment will focus mainly on improving the safety and efficiency of existing corridors. However, there will need to be some investment in new connections that improve network resilience and inter-regional freight movements, as well as those that support greenfield growth. The programme includes, for example:

- SH20B Eastern Airport Access
- SH1 Southern Motorway widening (Papakura to Drury)

Supporting multi-modal solutions

Through integrated land use and transport planning, we will ensure that investment in state highway improvements for high-growth urban areas supports multi-modal transport choices for people, and cities that are more liveable and accessible for their inhabitants.

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

This will involve working with our partners to take a coordinated and collaborative approach to planned growth and intensification. This will not favour one mode of transport over others, but will value each according to the contribution it makes to meeting the needs of the community and improving access to social and economic opportunities.

Supporting mode-shift and travel demand

The draft GPS 2018 signals a greater focus on improving access and reducing the negative impacts of the transport system on people and the environment. Actively managing demand to reduce congestion and emissions, and encouraging a shift from single-occupant vehicles to public transport, walking and cycling, will support more liveable cities and thriving regions. Under the TAIP, proposed investment in state highways will support walking and cycling facilities (including in the regions), public transport services on state highway corridors (eg, Northern Busway), improved connections to public transport services, and improved connections for freight and tourism to ports and airports.

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

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

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

The TAIP's proposed investment in state highways includes projects that:

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

ENVIRONMENT

The Transport Agency's approach to reducing impacts on the environment is guided by our legal obligations under the Land Transport Management Act, the draft GPS 2018 and our strategy, as well as our Environmental and Social Responsibility Policy and Standard.

Our policies and standards require good practice in environmental, cultural and heritage management activities to ensure we appropriately avoid, mitigate or remedy environmental and community 'harms' from the state highway. Our approach includes a requirement to seek Greenroads™ certification (an internationally recognised sustainability rating) for state highway improvements greater than \$15 million in value. All projects and network management contracts require the development and implementation of an ISO 14001 equivalent Environmental and Social Management Plan.

The proposed investment in state highways under the TAIIP seeks to achieve the best possible environmental, social, cultural and public health outcomes through a focus on improving the design, delivery, operation, maintenance and use of state highways. This includes mitigating the impacts of water run-off, route selection and transport pollution.

The provision of state highway infrastructure and services will contribute to reduced vehicle emissions by supporting travel modes that provide alternatives to single-occupant vehicle use, such as walking and cycling facilities, and connections to rail and rapid transit. Providing access to electric vehicle charging stations will incentivise uptake and contribute to reduced carbon emissions.

In addition to our other environmental practices, the proposal is focused on reducing the harmful effects of noise through a noise wall programme in Auckland, improving walking and cycling infrastructure to encourage greater uptake within the state highway network, and resource efficiency improvement through upgrading state highway lighting to LED technology.

We will continue to work with our partners to proactively avoid or minimise potential adverse human health/public health effects, or any adverse effects on community cohesion and connectedness, that are associated with the state highway network.

The proposed investment in state highways includes the following specific activities to achieve the best possible environmental, social, cultural and public health outcomes:

- Improving the extent and quality of walking and cycling infrastructure, especially in key urban areas, to incentivise active modes and reduce reliance on single-occupant vehicles. This supports public health through increased physical activity and reduced emissions.
- Integrating land use and transport planning and design to keep communities connected by minimising severance and disturbance; and to protect sites of significant ecological and cultural value.
- Retro-fitting work to reduce unreasonable community impacts of road traffic noise.
- Using the latest traffic operations technology to increase efficiency and reduce congestion, helping reduce vehicle emissions in key urban areas.
- Retro-fitting storm water treatment measures to improve water quality in key catchments where road run-off is a significant source of pollution.
- Supporting biodiversity by improving culvert fish passage in key catchments, as well as roadside vegetation and pest management practices.
- Improving resource efficiency by supporting the use of recycled and marginal materials in pavements together with the use of LED road lighting.

To ensure the above programme delivers the maximum benefit, the Transport Agency will work collaboratively and in partnership with key stakeholders and partners, especially local government and local communities.

VALUE FOR MONEY

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

The development of the Investment Assessment Framework (IAF) ensures our investment aligns with the draft GPS 2018-21 and our approach to considering investment is consistent across the country for all modes of travel. The TAIP contributes to achieving value for money by proposing only those projects assessed as having the highest priority, ensuring the right activities are being delivered at the right time, for the best price.

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

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

RE-EVALUATING PROJECTS

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

Some projects that have previously been supported but are not yet contracted for construction are being reassessed against the draft GPS 2018-21 priorities, to determine whether they can be re-evaluated in line with the Government's new strategic direction.

The projects identified for re-evaluating have strong elements that deliver against the GPS 2018-21 priorities, but may have had a different primary focus up to now. For example, projects that may have been focused on capacity building may now be re-evaluated to deliver improvements to safety and resilience.

The draft TAIP provides indicative costs for all planned state highway improvement projects. However, it is likely the re-evaluation exercise will lead to some cost variations. Proposed projects will be reprioritised according to their alignment with the draft GPS 2018-21 before the Transport Agency Board confirms funding allocations and timeframes through the NLTP.

State highway improvement projects that are not approved for funding in the NLTP may be eligible for support from the Government's new Provincial Growth Fund (PGF), which is discussed in the following section.

INTERACTION WITH THE PROVINCIAL GROWTH FUND (PGF)

Through the Provincial Growth Fund (PGF), central government has committed to investing \$1 billion per annum over three years in regional economic development.

The PGF aims to lift productivity potential in the provinces. Its priorities are to enhance economic development opportunities, create sustainable jobs, enable Māori to reach their full potential, boost social inclusion and participation, build resilient communities, and help meet New Zealand's climate change targets.

All provinces are eligible for funding. However, Tairāwhiti/East Coast, Hawke's Bay, Tai Tokerau/Northland, Bay of Plenty, West Coast and Manawatū-Whanganui have been identified as needing for early investment. Almost half the country's population and 40 percent of the economic output are located within the regions.

Councils can find more information about the Fund (including criteria) on the MBIE website: <http://www.mbie.govt.nz/info-services/sectors-industries/regions-cities/regional-economic-development>.

Cabinet has agreed that RLTPs will continue to be the instrument by which regions specify the programmes and projects that are needed to enhance their transport infrastructure, and will be used to identify those programmes and projects that are best suited to be supported by the NLTF and PGF. This means it's important for Regional Transport Committees to include all high-priority land transport projects in their RLTPs, even if a project appears unlikely to be included in the 2018–21 NLTP. Investment in transport infrastructure and networks will form an important part of the PGF, ensuring that regions are well connected from an economic and social perspective.

The PGF has not been established with the intent of funding transport projects which aren't eligible for NLTF funding. However, if a transport project fits the Government's criteria and objectives for the PGF, it may be considered.

The Government's criteria and objectives for the PGF are focused on the extent to which projects or programmes contribute to a region's economic development and productivity potential, and have benefits including:

- job creation and sustainable economic development
- social inclusion and participation
- Māori development
- climate change and environmental sustainability
- resilience.

The Transport Agency, Ministry of Transport and where appropriate, the PGF's Independent Advisory Panel, will be called on to provide advice on proposals. The Transport Agency will be developing a number of transport investment programmes that will be prioritised for PGF applications to the Ministry of Business, Innovation and Employment (MBIE).

EXISTING PGF PROJECTS

The following PGF projects have already been approved for funding:

- **State Highway 10 Waipapa Intersection Improvements (Northland) —**

The intersection of State Highway 10 and Waipapa Road currently suffers from congestion and safety risk due to substandard form. This project will provide a roundabout at the intersection and a new local road link, connecting to the commercial area of Waipapa. Additional walking and cycling facilities are included.

SH10 and Waipapa Road are on the Twin Coast Discovery Route, linking key tourism attractions across Northland. Investment in the Twin Coast Discovery Route is included in the Northland Economic Action Plan. Waipapa is a 'service centre' for the Kerikeri area and much of the east coast of the Far North. Improved transport infrastructure is expected to support economic growth.

The project removes a constraint and improves the operation and resilience of the transport network. This will contribute to local / regional growth and development in Waipapa.

- **A single-stage business case for State Highway 43 (Taranaki) —**

The interregional State Highway 43 links State Highway 3 at Stratford (in the Stratford District of the Taranaki region) with State Highway 4 at Taumarunui (in the Ruapehu District of the Manawatū -Wanganui region). Funding was approved for a single-stage business case investigation into upgrading State Highway 43 to ensure that it is fit for purpose in a modern and rapidly changing environment.

The Tapuae Roa - Make Way for Taranaki Regional Economic Development Action Plan identifies the current state of SH43, particularly the 12 kilometre unsealed stretch, as a significant barrier to increased tourism and freight movements, both key industries for the region. The business case will investigate a range of recommended improvements which will address this, incorporating resilience, safety features, ongoing maintenance and, in collaboration with MBIE, opportunities to improve the visitor experiences along the route.

RAPID TRANSIT PROPOSAL

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

The draft GPS 2018 includes a new Rapid Transit activity class which anticipates investing about \$4 billion over 10 years in busway and light rail infrastructure capable of moving large numbers of people. Indicatively, the GPS signals that this investment will be 100% funded from the NLTF. Due to the scale of investment required, the creation of a new Rapid Transit activity class is intended to enable a more flexible and transparent approach to investment and delivery.

This rapid transit investment proposal sets out the Transport Agency's proposed investment in rapid transit public transport. Investment is initially proposed for Auckland, with potential for investment as part of 'Let's Get Wellington Moving' in later years.

The Transport Agency is submitting, and proposing to take financial responsibility for, the 'Rapid Transit from the CBD to Auckland Airport' project for inclusion in the Auckland Regional Transport Plan. Matters related to delivery or co-delivery, and on-going ownership, maintenance and operation of the assets will be determined at a later date.

Additional projects for funding from the Rapid Transit activity class may be considered as part of the second-stage GPS.

The Auckland Transport Alignment Project is being refreshed to reflect the new direction of the GPS and the transport priorities for the Auckland Region. ATAP places greater weight on public transport (especially rapid transit) than previously. ATAP has prioritised increased investment in rapid transit, focusing on the highest priority components – rapid transit from the CBD to Auckland Airport and the 'North West Bus Rapid Transit' project.

NOTE: Because the Rapid Transit activity class is not yet confirmed, the detailed investment proposal for these activities will be incorporated into the regional story for Auckland, under the Public Transport activity class.

TRANSITIONAL RAIL

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

As part of the second stage GPS, a review of rail is being carried out to consider how investment in rail infrastructure could be better aligned with investment in other land transport modes. As an interim measure, the draft GPS includes a new Transitional Rail activity class which enables funding of about \$700m over 10 years for maintenance and improvement of heavy rail infrastructure (owned by KiwiRail) to support key passenger rail services in the major metros, with a particular focus on assisting passengers to access major employment and housing areas. Indicatively, the GPS signals that this activity class will be 100% NLTF funded. The focus will be on Auckland (to support the Auckland Transport Alignment Project) and Wellington in the first instance, where passenger demand is outstripping capacity. Other centres may be included as part of a broader range of activities to be addressed in the second-stage GPS.

The Minister of Transport has written to Auckland Transport and Greater Wellington Regional Council to encourage them to include the following projects in their RLTPs, so that they can be considered for inclusion in the NLTP:

Auckland

- third Main Line (Wiri to Westfield Junction and Quay Park)
- electrification Papakura to Pukekohe
- additional power supply for Auckland metro rail
- Auckland train control centre
- catch-up renewals and pedestrian crossings.

Wellington

- Wellington Metro Rail track renewals (generational and catch-up)
- Wellington Metro Rail capacity improvements to cater for growth / demand.

The draft GPS will also support investment in existing and new inter-regional commuter rail services - including the implementation of trial inter-regional rail commuter services to support housing and employment opportunities.

The Transport Agency will consider proposals for inter-regional commuter services (such as between Auckland and Hamilton, or Wellington and Palmerston North) through the Public Transport activity class, subject to the usual requirements for business cases that demonstrate strategic alignment and value for money. Funding ratios for these activities will be considered alongside a wider review of options to support councils to co-invest in priority public transport projects and other local and regional activities.

NATIONALLY-DELIVERED PROGRAMMES

A number of nationally-delivered programmes are funded through the NLTF but are not required to be included in RLTPs. They are included in this TAIP to provide transparency of initiatives that are delivered by the Transport Agency with funding from the NLTF.

- Electric Vehicles: Package of measures to encourage uptake
- Investment in the Funding Allocation System (IFAS)
- Mobility as a Service - Pilot (Queenstown/Auckland Airport)
- Mobility as a Service
- Mobility Management - National Demand Management Programme
- National Road Safety Advertising & Education Programme 2018-21
- National Speed Limit Register
- National Ticketing Programme-Project NEXT
- National Total Mobility Administration System
- New Zealand Business Number
- NZTA Nationally Delivered Cycling Activities 2018-21
- PTOM implementation - Provision for NZTA representative
- Rail Regulator Funding
- REG National Partnership- Programme development & delivery
- Research Programme 2018-21
- Safe Networks Programme - Programme Management
- Safe Networks Programme - Communications, Engagement, Advertising & Education
- Transport OS (ITS Improvements Programme)

Nationally-delivered programmes are distributed across the following activity classes:

- Road safety promotion and demand management
- Local road maintenance
- Walking and cycling
- Public transport
- Investment management - related to transport planning, research and funding allocation management

ROAD SAFETY PROMOTION AND DEMAND MANAGEMENT

The draft GPS signals close to a doubling of investment from 2015-18 levels in this activity class. In part, this is due to enlargement of the activity class to include travel demand management, consisting of behaviour-related activities to support modal shift to public transport and active modes, e.g. through advertising campaigns, and, potentially, use of pricing signals that incentivise modal shift from single occupancy vehicles.

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

LOCAL ROAD MAINTENANCE

The Transport Agency supports the sector-led Road Efficiency Group (REG) in coordinating and delivering national aspects of the REG programme. This is proposed to continue for the 2018-21 NLTP.

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

WALKING AND CYCLING

Investment is made to coordinate the Transport Agency's promotion of cycling behaviour change at a national level. This supports the uptake of cycling intended from investment in the Urban Cycleway Programme from 2014 to 2019 and proposed investment in cycling infrastructure over the next NLTP.

PUBLIC TRANSPORT

The Transport Agency's 'Mobility as a service' proposal for the 2018-21 NLTP sees a continuation of investment in nationally-delivered technology applications aimed to provide customers with information around their travel choices. While multi-modal in nature, it is funded under the Public Transport activity class as the applications are seen to generally support the use of public transport modes.

INVESTMENT MANAGEMENT

The Investment management activity class covers three main activities:

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

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

A new work category is proposed within the Investment Management Activity Class, supporting the Transport Agency and other AOs' role in transport planning (separate from RLTP development, transport modelling and planning associated with a specific project).

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

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

ROAD POLICING

Road Policing is an activity class within the GPS that covers investment in road policing for safe behaviour by road users and enforcement of economic compliance (for example, with road user charges). It takes a risk-based approach that targets investment and enforcement activity at the behaviours that are likely to create the highest safety risks, alongside highly visible patrols to support and encourage safe driving behaviour.

Road policing activities delivered by NZ Police follow a different process from other activities submitted for funding from the National Land Transport Fund (NLTF). The programme of activities for NZ Police to deliver is funded through Vote Police, but the investment source is the National Land Transport Fund.

The Transport Agency and NZ Police jointly prepare the programme of activities, and the Transport Agency Board recommends it to the Minister of Transport for approval, in consultation with the Minister of Police. The Transport Agency is also responsible for monitoring and reporting on the delivery of the programme by the NZ Police.

A new programme of activities for the NZ Police is being developed to align with the draft GPS 2018. It is yet to be submitted to the Transport Agency Board for recommendation to the Minister of Transport. Once approved, the programme will be included in the 2018-2021 National Land Transport Programme.

The Transport Agency cannot release the details of the programme until it has received Ministerial approval, however the programme will be clearly aligned to the priorities and expectations in the draft GPS 2018.

APPENDIX A

DRAFT REGIONAL SUMMARIES



NORTHLAND

Within the region we are proposing to focus our efforts on achieving the Government's priorities of improving safety and resilience, to support regional economic development and make the network more resilient to weather events.

There are a number of opportunities within the region to deliver the new transport priorities set out in the draft Government Policy Statement on land transport (GPS) and ensure the transport system is not only efficient, resilient and sustainable, but also unlocks the opportunities that will keep New Zealand moving.

In particular, increased funding is available nationally for:

- expanding public transport networks, providing increased transport choice and supporting a shift from single-occupant vehicles
- local road investment (which can include improvements to walking and cycling facilities) to improve access, transport choice, safety and liveability within urban areas
- regional road improvements, which will help make regional routes safer and more resilient, particularly in relation to mitigating the impacts of climate change
- walking and cycling proposals, which will provide people with transport choice, support the creation of liveable cities, reduce emissions and improve public health outcomes

These opportunities will help deliver the Government's priorities in the following ways:

- **Safety.** Targeted local road and regional improvements will address high-risk sites on the network to increase vehicle safety, while improvements supporting walking and cycling will improve safety for people moving around, and between, urban centres on foot or by bike.
- **Access - for economic and social opportunities.** Improvements to roads local and regional roads will increase the reliability and efficiency of freight movement to key hubs and will support tourist journeys within the region. The delivery of regional cycling networks will also support tourism.
- **Access - enable transport choice and access.** Expanded public transport services will improve access to education, healthcare, employment and training opportunities. Improvements targeted toward walking and cycling will support uptake of active modes and provide increased transport choices.
- **Access - resilience.** Investment in local roads will improve overall network resilience, including the robustness of alternate routes. Regional road improvements will help mitigate the impacts of climate change including sea level rise.
- **Enabling better environmental outcomes.** Investment in public transport and walking and cycling support mode shift away from single occupancy vehicles, contributing to a reduction in pollution and emissions. Investment in regional road improvements will include enhanced storm water management and noise mitigation measures.
- **Value for money.** Value for money will be achieved by focusing on carrying out the right work at the right time for the best price.

The following table sets out the Transport Agency's indicative forecast of how the funding allocations indicated by the Government will affect investment in each activity class during 2018-21 compared to 2015-18, at a national level.

2015-18 AND 2018-21 GPS FUNDING RANGES

	2015-18 NLTP			2018-21 NLTP			CHANGE \$M			CHANGE %		
	LOWER	UPPER	FORECAST	LOWER	UPPER	MID-POINT	LOWER	UPPER	MID-POINT CF FORECAST	LOWER	UPPER	MID-POINT CF FORECAST
State highway improvements	3,150	4,350	3,733	3,000	3,850	3,425	-150	-500	-308	-5%	-11%	-8%
State highway maintenance	1,350	1,810	1,699	1,810	2,130	1,970	460	320	271	34%	18%	16%
Local road improvements	465	720	433	430	1,030	730	-35	310	297	-8%	43%	69%
Local road maintenance	1,230	1,815	1,766	1,800	2,120	1,960	570	305	194	46%	17%	11%
Public transport	865	1,215	1,031	1,280	1,780	1,530	415	565	499	48%	47%	48%
Rapid transit	-	-	-	850	2,100	1,475	850	2,100	1,475	n/a	n/a	n/a
Walking & cycling	46	167	143	150	360	255	104	193	112	226%	116%	78%
Regional improvements	180	270	201	200	530	365	20	260	164	11%	96%	82%
Road safety & demand management	92	113	99	170	205	188	78	92	89	85%	81%	89%
Investment management	162	185	185	195	235	215	33	50	30	20%	27%	16%
Transitional rail	-	-	-	195	435	315	195	435	315	n/a	n/a	n/a
Road policing	855	975	970	980	1,110	1,045	125	135	75	15%	14%	8%

The following table provides local authorities with information about the types of activities the Transport Agency could potentially support with the increased funding available for some activity classes, together with the potential regional opportunities within each activity class.

ACTIVITY CLASS	TYPES OF ACTIVITY WE ARE LOOKING TO INVEST IN	POTENTIAL OPPORTUNITIES
Public transport	<ul style="list-style-type: none"> ▪ Maintaining and improving service levels and improving infrastructure ▪ New public transport services ▪ Co-funding operational costs 	<ul style="list-style-type: none"> ▪ Improve public transport services to access learning opportunities ▪ Increase frequency of bus services in Whangarei District to support planned growth ▪ Investigate potential commuter rail opportunities into Whangarei CBD and Port ▪ Investigate improved interregional bus services
Walking and cycling improvements	<ul style="list-style-type: none"> ▪ Improving walking and cycling infrastructure ▪ Promoting active modes of transport 	<ul style="list-style-type: none"> ▪ Regional and urban cycle-ways where there are opportunities to grow tourism and encourage modal shift ▪ Investigate pedestrian safety improvements in Whangarei
Regional improvements	<ul style="list-style-type: none"> ▪ Supporting regional economic development outside of major metropolitan areas 	<ul style="list-style-type: none"> ▪ Improvements to support economic development and tourism ▪ Driver licensing and education programmes to improve community access to education, employment and training opportunities ▪ Improve access to ports ▪ Improve regional connections to housing and essential health services ▪ Improve network resilience to deliver reliable journeys, and support options for adapting to climate change
Local road improvements	<ul style="list-style-type: none"> ▪ Improving existing local roads ▪ New local roads that improve capacity or service levels 	<ul style="list-style-type: none"> ▪ Develop and improve HPMV routes to support industry and economic development ▪ Strengthen the resilience of detour routes within Northland ▪ Improve safety on high risk areas of the transport network
Local road maintenance	<ul style="list-style-type: none"> ▪ Maintaining, operating and renewing existing local road assets to sustain and improve service levels 	<ul style="list-style-type: none"> ▪ Increase investment to ensure that local roads maintain service levels for all modes ▪ Support road controlling authorities to collaborate on procurement, management and implementation of maintenance activities, to ensure best practice and value for money
Road safety promotion and demand management	<ul style="list-style-type: none"> ▪ Improving road user behaviour 	<ul style="list-style-type: none"> ▪ Deliver cycle education in schools ▪ Promote cycling and walking ▪ Safety programme for local roads

HOW WE WILL WORK TOGETHER

The Transport Agency will work with local government to help ensure full advantage is taken of all the opportunities presented by the new and increased funding indicated by the draft GPS. We are already working with Local Government New Zealand to determine how this can be best achieved.

Support from the Transport Agency is likely to include helping local authorities to understand the changes, explore ways to bring forward programmes, and think more broadly about transport requirements within the wider context of a mode-neutral transport system.

The draft GPS has proposed significant increases in funding available for locally delivered improvement programmes (including public transport, walking and cycling and local road/regional improvements).

Safety is a key priority for the Government. We have developed new tools and a framework to help local government identify safety improvements to take up opportunities provided by the increases across various activity classes over the next three years. We will support local government to apply these tools to develop project proposals, particularly in relation to public transport, walking and cycling.

The Investment Assessment Framework (IAF) gives effect to the GPS. The Transport Agency uses the IAF to assess and prioritise activities seeking investment from the NLTP. The IAF ensures investment in land transport infrastructure and services delivers on the priorities and outcomes set out in the GPS. The draft IAF has also been redrafted to help local authorities understand how the Transport Agency assesses and prioritises projects and programmes.

NEXT STEPS

The next step is to get all planned projects and programmes into Regional Land Transport Plans (RLTPs) by 30 June 2018, so they can be considered for funding in the National Land Transport Programme (NLTP).

The NLTP must be adopted by 31 August 2018, and details the land transport initiatives and activities we will deliver with our partners over the next three years to create a safer, better connected and more resilient transport system to keep New Zealand moving.

We will keep working with local authorities into the future to develop and progress all opportunities for meeting the Government's priorities and achieve the outcomes sought for communities

INVESTMENT IN STATE HIGHWAYS

The new draft programme of investment in state highway network was developed by reviewing all projects in the August 2017 draft SHIP to align with the new Government's transport priorities within the draft GPS.

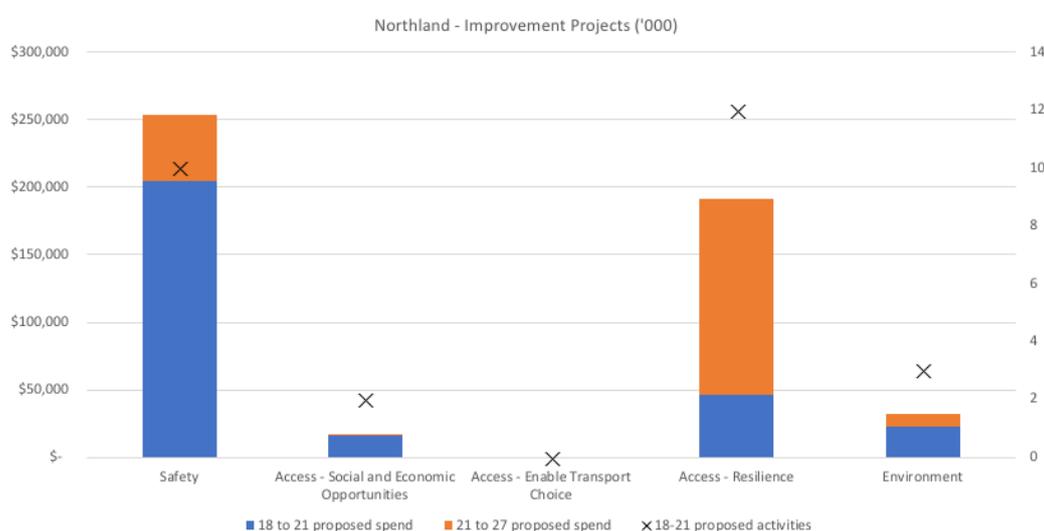
Activities that delivered on the new priorities were then included in the Transport Agency Investment Proposal (TAIP). Some projects will now be re-evaluated, looking at the whole transport system and considering what works can be undertaken, in particular to manage safety and resilience on that highway; others are unlikely to proceed.

All safety and resilience programmes were reviewed and new projects included where relevant to deliver on the Government's safety and resilience priorities.

All activities were then assessed using the draft Investment Assessment Framework (IAF) to meet the new direction within the GPS and then reviewed again to ensure the programme achieves the greatest outcomes for communities and delivers value for money.

The draft 2018-27 TAIP proposes a total investment of \$766m in the region to deliver Government priorities.

	2018-21	2018-27
Maintenance, operations and renewals	\$75m	\$271m
Improvements	\$294m	\$499m



SAFETY

Safety on our state highways is paramount. We want state highways that put people first and reduce risk through system-wide interventions to address unsafe behaviours, infrastructure, environments and vehicles across all transport modes.

Auckland to Paihia is the gateway to the Bay of Islands and a key route for domestic and international tourists. It is also the main route connecting Northland to Auckland and the rest of New Zealand. The Puhoi to Warkworth project will improve safety and access outcomes for customers.

The SH1 Loop Road Safety Improvements and SH1 Whangarei to Wellsford Safer Corridor Improvements will improve safety outcomes and access for all customers on this critical freight route between ports. Further ongoing state highway improvements in Northland will enhance safety and resilience which will, in turn, enhance the region's economic outlook.

The SH1 Whangarei to Te Hana projects (SH1 Whangarei to Port Marsden Highway and SH1 Port Marsden Highway to Te Hana) require re-evaluation to better align with Government priorities. We are proposing to complete the current business case phase which will identify potential long-term solutions for this corridor.

Tourism forms an important part of Northland's economy. Tourism is facilitated by the Twin Coast Discovery Route, which connects key attractions across the region, covering SH1, SH10, SH11 and SH12. In addition to tourism, the route encompasses the majority of major freight and local trips throughout Northland. Sections of this route have high personal and collective risk safety ratings, increasing the crash risk for customers. A number of projects such as the SH10 Awanui to Kawakawa Safer Corridor improvements will improve safety outcomes for customers.

Our proposed investment will improve safety for all customers through a programme of improving roads, roadsides and intersections, and ensuring safe and appropriate travel speeds. Examples of other safety activities we propose to complete in Northland include SH1 Akerama Curves Realignment and Passing Lanes and SH12 Matakohe Bridges.

ACCESS

Within the urban environment, we remain committed to completing the SH1 Whangarei traffic flow improvements to optimise throughput, improve safety, and customer amenity where SH1 passes through the urban areas of Whangarei.

RESILIENCE

Northland's challenging topology, coupled with severe weather events, has resulted in slips and flooding on state highways.

We have a programme of resilience activities which are aimed at reducing the number of such incidents on the state highway network to reduce the level of disruption to our customers. Some of the most significant areas of resilience we are aiming to address in Northland include:

- Completing SH10 Taipa Bridge Upgrade
- SH11 Tirohanga Stream Bridge
- SH1N: Cape Reinga to Ohaeawai
- SH11 Kawakawa to SH10
- SH1 Rangiahua Bridge Improvements

In addition, the proposed SH10 Awanui to Kawakawa Safer Corridor project includes a number of improvements to improve the resilience in and around Kaeo and associated flood-prone areas.

ENABLING BETTER ENVIRONMENTAL OUTCOMES

While we comply with good environmental practice, we recognise that we have opportunities to do more to manage the adverse environmental effects of our state highway network. We are adapting our programme to place a greater focus on the environment, and are accelerating our national programme to replace all state highway street lights with more cost effective LED lighting to save costs on power and maintenance.

To support tourism and the local population we are also investing in the Rest Area Strategy Detailed Business Case. This project was identified in the Twin Coast Discovery Programme Business Case and aims to address road user amenity. It enables locals to easily access bike paths and supports tourists travelling the Twin Coast Discovery Route to break up their journeys and access local amenities.

INTERPRETING THE FOLLOWING TABLE

The table below outlines the activities proposed for development during the 2018-27 period, and includes the following categories (where applicable):

- **Committed state highway improvement activities:** Activities that have one or more project phases committed for delivery. For example, the preparation of a detailed business case or the implementation (construction) of the project.
- **Proposed state highway activities to be re-evaluated:** Activities which are in development but have been identified as requiring a re-evaluation to better align with the draft GPS. Once re-evaluated they will be reconsidered.
- **Proposed state highway improvements:** Activities which are new or are in an early phase of project development. These activities will continue to be developed and delivered subject to their alignment with the draft GPS priorities.
- **Walking and cycling:** Proposed activities being considered for funding from the Walking and Cycling Activity Class.
- **Public transport:** Proposed activities being considered for funding from the Public Transport Activity Class.

For each activity the table sets out:

- **Ref:** This corresponds to a location on the Regional Map, where applicable.
- **GPS Strategic Priority:** This is the GPS priority to which the project is most closely aligned.
- **Phase:** This sets out the project phases expected to take place within the period (PBC = Programme Business Case; DBC = Detailed Business Case; PI/I = Pre-implementation/Implementation; Pr = Property).
- **National Priority:** From 1 (highest) to 8 (lowest), as determined by the application of the Transport Agency Investment Assessment Framework (IAF).
- **Cost** - Total expected cost range of the proposed activity - \$ - <\$10m, \$\$ - <\$100m, \$\$\$ >\$100m.

PROPOSED STATE HIGHWAY PROGRAMME FOR NORTHLAND REGION

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
COMMITTED STATE HIGHWAY IMPROVEMENT ACTIVITIES						
1	SH1 Akerama Curves Realignment and Passing Lanes	Safety	I			\$
2	SH12 Matakoho Bridges	Safety	I			\$\$
3	SH1 Corridor Improvements - Whangarei	Access - Social and Economic Opportunities	I			\$\$
4	SH10 Taipa Bridge (No 272) upgrade	Access - Resilience	I			\$
PROPOSED STATE HIGHWAY IMPROVEMENTS TO BE RE-EVALUATED						
24	SH1 - Whangarei to Port Marsden Highway	Safety	DBC		5	\$\$\$
25	SH1 - Port Marsden Highway to Te Hana	Safety	DBC		5	\$\$\$
PROPOSED STATE HIGHWAY IMPROVEMENTS						
6	SH1N Whangarei to Kawakawa Safe System Enhancements	Safety	DBC PI/I Pr		1	\$\$
7	SH1 Whangarei to Wellsford Safer Corridor	Safety	DBC PI/I Pr		1	\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
-	Northland LED Replacement Programme	Environment	PI/I		2	\$
-	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$\$
10	SH1N/Tauroa St Intersection Improvement	Safety	DBC PI/I Pr		3	\$
11	SH1 Ohaeawai to Whangarei safety improvements	Safety	DBC PI/I	I	5	\$\$
12	SH1 Loop Road North to Smeatons Hill Safety Improvement	Safety	I		5	\$
13	SH11 Tirohanga Stream Bridge	Access - Resilience	DBC PI/I Pr	DBC PI/I Pr	6	\$\$
19	SH1 Rangiahua Bridge	Access - Resilience	DBC PI/I Pr	DBC PI/I Pr	6	\$\$
20	SH11 Kawakawa to SH10 Safer Corridor and Resilience	Access - Resilience	DBC PI/I Pr	DBC PI/I Pr	6	\$\$
16	SH1N Kaitaia to Ohaeawai Safer Corridor and Resilience	Access - Resilience	DBC PI/I Pr	DBC PI/I Pr	6	\$
26	SH12 Opononi town centre improvements & resilience improvements	Environment	DBC PI/I		7	\$
5	SH10 Awanui to Kawakawa Safer Corridor	Safety		DBC PI/I Pr	1	\$\$
17	SH1N Cape Reinga to Ohaeawai Safer Corridor	Access - Resilience		DBC PI/I Pr	5	\$\$
14	SH12 Rawene to Waipoua Forest	Access - Resilience		DBC PI/I Pr	6	\$
18	SH1 Pakaraka to SH10 Puketona resilience	Access - Resilience		DBC PI/I Pr	6	\$\$
21	SH1N Kawakawa to Ohaeawai Safer Corridor and Resilience	Access - Resilience		DBC PI/I Pr	6	\$\$
22	SH12 Dargaville to Paparoa	Access - Resilience		DBC PI/I Pr	6	\$
23	Rest Area Strategy DBC	Environment				
-	SH1N Ruakaka to Wellsford Safe System Enhancements	Safety		DBC PI/I Pr	1	\$

AUCKLAND

Within the region we are proposing to focus our efforts on achieving the Government's priorities of improving safety and resilience, to support regional economic development and make the network more resilient to weather events.

There are a number of opportunities within the region to deliver the new transport priorities set out in the draft Government Policy Statement on land transport (GPS) and ensure the transport system is not only efficient, resilient and sustainable, but also unlocks the opportunities that will keep New Zealand moving.

In particular, increased funding is available nationally for:

- expanding public transport networks, providing increased transport choice and supporting a shift from single-occupant vehicles
- local road investment (which can include improvements to walking and cycling facilities) to improve access, transport choice, safety and liveability within urban areas
- regional road improvements, which will help make regional routes safer and more resilient, particularly in relation to mitigating the impacts of climate change
- walking and cycling proposals, which will provide people with transport choice, support the creation of liveable cities, reduce emissions and improve public health outcomes

These opportunities will help deliver the Government's priorities in the following ways:

- **Safety.** Targeted local road and regional improvements will address high-risk sites on the network to increase vehicle safety, while improvements supporting walking and cycling will improve safety for people moving around, and between, urban centres on foot or by bike.
- **Access - for economic and social opportunities.** Improvements to roads local and regional roads will increase the reliability and efficiency of freight movement to key hubs and will support tourist journeys within the region. The delivery of regional cycling networks will also support tourism.
- **Access - enable transport choice and access.** Expanded public transport services will improve access to education, healthcare, employment and training opportunities. Improvements targeted toward walking and cycling will support uptake of active modes and provide increased transport choices.
- **Access - resilience.** Investment in local roads will improve overall network resilience, including the robustness of alternate routes. Regional road improvements will help mitigate the impacts of climate change including sea level rise.
- **Enabling better environmental outcomes.** Investment in public transport and walking and cycling support mode shift away from single occupancy vehicles, contributing to a reduction in pollution and emissions. Investment in regional road improvements will include enhanced storm water management and noise mitigation measures.
- **Value for money.** Value for money will be achieved by focusing on carrying out the right work at the right time for the best price.

The following table sets out the Transport Agency's indicative forecast of how the funding allocations indicated by the Government will affect investment in each activity class during 2018-21 compared to 2015-18, at a national level.

2015-18 AND 2018-21 GPS FUNDING RANGES

	2015-18 NLTP			2018-21 NLTP			CHANGE \$M			CHANGE %		
	LOWER	UPPER	FORECAST	LOWER	UPPER	MID-POINT	LOWER	UPPER	MID-POINT CF FORECAST	LOWER	UPPER	MID-POINT CF FORECAST
State highway improvements	3,150	4,350	3,733	3,000	3,850	3,425	-150	-500	-308	-5%	-11%	-8%
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Walking & cycling	46	167	143	150	360	255	104	193	112	226%	116%	78%
Regional improvements	180	270	201	200	530	365	20	260	164	11%	96%	82%
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Investment management	162	185	185	195	235	215	33	50	30	20%	27%	16%
Transitional rail	-	-	-	195	435	315	195	435	315	n/a	n/a	n/a
Road policing	855	975	970	980	1,110	1,045	125	135	75	15%	14%	8%

The following table provides local authorities with information about the types of activities the Transport Agency could potentially support with the increased funding available for some activity classes, together with the potential regional opportunities within each activity class.

ACTIVITY CLASS	TYPES OF ACTIVITY WE ARE LOOKING TO INVEST IN	POTENTIAL OPPORTUNITIES
Public transport	<ul style="list-style-type: none"> ▪ Maintaining and improving service levels and improving infrastructure ▪ New public transport services ▪ Co-funding operational costs 	<ul style="list-style-type: none"> ▪ Bus priority programme, to more rapidly grow Auckland's bus lane network and support faster, more reliable and more efficient bus services ▪ Rail network improvements including further electrification and adding a third main rail line (Westfield-Wiri) to separate freight from commuter movements ▪ Investigate new Public Transport interchanges
Walking and cycling improvements	<ul style="list-style-type: none"> ▪ Improving walking and cycling infrastructure ▪ Promoting active modes of transport 	<ul style="list-style-type: none"> ▪ Significant programme of walking and cycling improvements to expand the network and complete key connections
Local road improvements	<ul style="list-style-type: none"> ▪ Improving existing local roads ▪ New local roads that improve capacity or service levels 	<ul style="list-style-type: none"> ▪ Network optimisation and technology programme to make the best use of our existing network ▪ A focused programme of investments that enable the most critical greenfield growth areas that link into the rapid transit network ▪ Significant programme of safety improvements to reverse the sharp increase in deaths and serious injuries on Auckland's roads
Local road maintenance	<ul style="list-style-type: none"> ▪ Maintaining, operating and renewing existing local road assets to sustain and improve service levels 	<ul style="list-style-type: none"> ▪ Investment to ensure that local roads maintain appropriate service levels for all modes of transport ▪ Support road controlling authorities to collaborate on procurement, management and implementation of maintenance activities, to ensure best practice and value for money
Road safety promotion and demand management	<ul style="list-style-type: none"> ▪ Improving road user behaviour 	<ul style="list-style-type: none"> ▪ Identify and target highest safety risks ▪ Deliver cycle education in schools ▪ Promote cycling and walking ▪ Safety programme for local roads
Rapid transit	<ul style="list-style-type: none"> ▪ New rapid transit improvements 	<ul style="list-style-type: none"> ▪ accelerating the development of Auckland's rapid transit network, particularly to help unlock housing and urban development opportunities ▪ Encourage more urban development around rapid transit corridors

Transitional rail	<ul style="list-style-type: none"> ▪ Supporting urban and interregional rail services that improve access to housing and employment opportunities ▪ Supporting rail freight 	<ul style="list-style-type: none"> ▪ Investigate potential inter-regional rail opportunities from Auckland to Hamilton
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HOW WE WILL WORK TOGETHER

The Transport Agency will work with local government to help ensure full advantage is taken of all the opportunities presented by the new and increased funding indicated by the draft GPS. We are already working with Local Government New Zealand to determine how this can be best achieved.

Support from the Transport Agency is likely to include helping local authorities to understand the changes, explore ways to bring forward programmes, and think more broadly about transport requirements within the wider context of a mode-neutral transport system.

The draft GPS has proposed significant increases in funding available for locally delivered improvement programmes (including public transport, walking and cycling and local road/regional improvements).

Safety is a key priority for the government. We have developed new tools and a framework to help local government identify safety improvements to take up opportunities provided by the increases across various activity classes over the next three years. We will support local government to apply these tools to develop project proposals, particularly in relation to public transport, walking and cycling.

The Investment Assessment Framework (IAF) gives effect to the GPS. The Transport Agency uses the IAF to assess and prioritise activities seeking investment from the NLTP. The IAF ensures investment in land transport infrastructure and services delivers on the priorities and outcomes set out in the GPS. The draft IAF has also been redrafted to help local authorities understand how the Transport Agency assesses and prioritises projects and programmes.

NEXT STEPS

The next step is to get all planned projects and programmes into Regional Land Transport Plans (RLTPs) by 30 June 2018, so they can be considered for funding in the National Land Transport Programme (NLTP).

The NLTP must be adopted by 31 August 2018, and details the land transport initiatives and activities we will deliver with our partners over the next three years to create a safer, better connected and more resilient transport system to keep New Zealand moving.

We will keep working with local authorities into the future to develop and progress all opportunities for meeting the Government's priorities and achieve the outcomes sought for communities

INVESTMENT IN STATE HIGHWAYS

The new draft programme of investment in state highway network was developed by reviewing all projects in the August 2017 draft SHIP to align with the new Government's transport priorities within the draft GPS.

Activities that delivered on the new priorities were then included in the Transport Agency Investment Proposal (TAIP). Some projects will now be re-evaluated, looking at the whole transport system and considering what works can be undertaken, in particular to manage safety and resilience on that highway; others are unlikely to proceed.

All safety and resilience programmes were reviewed and new projects included where relevant that deliver on the Government's safety and resilience priorities.

All activities were then assessed using the draft Investment Assessment Framework (IAF) to meet the new direction within the GPS and then reviewed again to ensure the programme achieves the greatest outcomes for communities and delivers value for money.

The draft 2018-27 TAIP proposes a total investment of \$5,945m in the region to deliver Government priorities.

	2018-21	2018-27
Maintenance, operations and renewals	\$409m	\$1,484m
Improvements	\$1,600m	\$4,464m



SAFETY

The GPS signals a greater focus on investing in safety improvements on high-risk state highways such as SH16.

Other safety-related projects such as SH16/Joyce Adams Place, SH16/Kahikatea Flat Road Intersection Improvement, SH16 Stoney Creek Road to Helensville and SH16 Ingelton Rd to Port Albert Rd Safer Corridors are proposed. These projects will deliver safety treatments such as median and side barriers, safer intersections and speed management.

Other safety projects will improve safety for all users through a programme of improving roads, roadsides and intersections, and ensuring safe and appropriate travel speeds.

SH1 Puhoi to Warkworth is under construction and will significantly enhance safe travel for people and freight between Auckland and Northland. We are also proposing an upgrade to the barriers on the Auckland Harbour Bridge to improve safety.

Investment in our state highways will put people first and reduce risk. Our national Weigh Right programme will be implemented in Bombay and Stanley Street to support a behaviour change and reduce heavy vehicle overloading, improving road safety and long-term road maintenance.

ACCESS

Access for economic and social opportunities

A reliable state highway network will ensure people and goods can get to where they need to be, reliably and safely. This will be aided by the Intelligent Transport System Improvement Programme in the region, which will provide people with safe and efficient journeys, through optimising the use of the network and providing customers with near real-time journey information.

Auckland Airport is pivotal to New Zealand's economy, especially as it continues to grow as the population increases. High value and time critical products such as fresh produce are exported through the airport, as do over 70 per cent of the country's international visitors before heading to key tourist destinations such as Bay of Islands, Waitomo, Matamata (Hobbiton) and Rotorua. Projects such as Improving Short and Medium-Term Airport Access and SH20 and SH20B Southern and Eastern Airport Access Improvements aim to ensure access to and from the airport is further strengthened.

To further support the growth occurring in South Auckland, we are proposing to continue with the SH1 Papakura to Bombay project which will help enable access and support the planned residential and business growth expected in Drury.

For Warkworth to Wellsford, we are proposing to complete the work necessary for designations to be put in place for the new road alignment. This will protect the proposed route for when it is required. The East West project will be re-evaluated to better align with Government priorities. We will also work with partners to develop solutions to continue to provide access to the critical freight hubs within Auckland.

Enable transport choice and access

As Auckland grows it is important people can continue to access opportunities and markets, and customers have a range of transport choices available to them to best meet their needs.

Our proposed projects to enable transport choice and access are supported by the Auckland Transport Alignment Project, which has set out a clear direction for the development of Auckland's transport system over the next 30 years.

Rapid transit to the airport is a key goal of the Government. The Transport Agency and Auckland Transport are working together to identify how to optimally design, procure and deliver this critical project.

Building on the success of previous cycling investments such as Te Ara I Whiti, we are proposing a number of extensive cycle improvements adjacent to the state highway network to build on the city's core cycle network. Significant examples include the City Southern Cycle Link, and further connections along the Northern Motorway and SeaPath which, coupled with SkyPath, will provide a high quality cycling connection to the city from the North Shore for the first time.

RESILIENCE

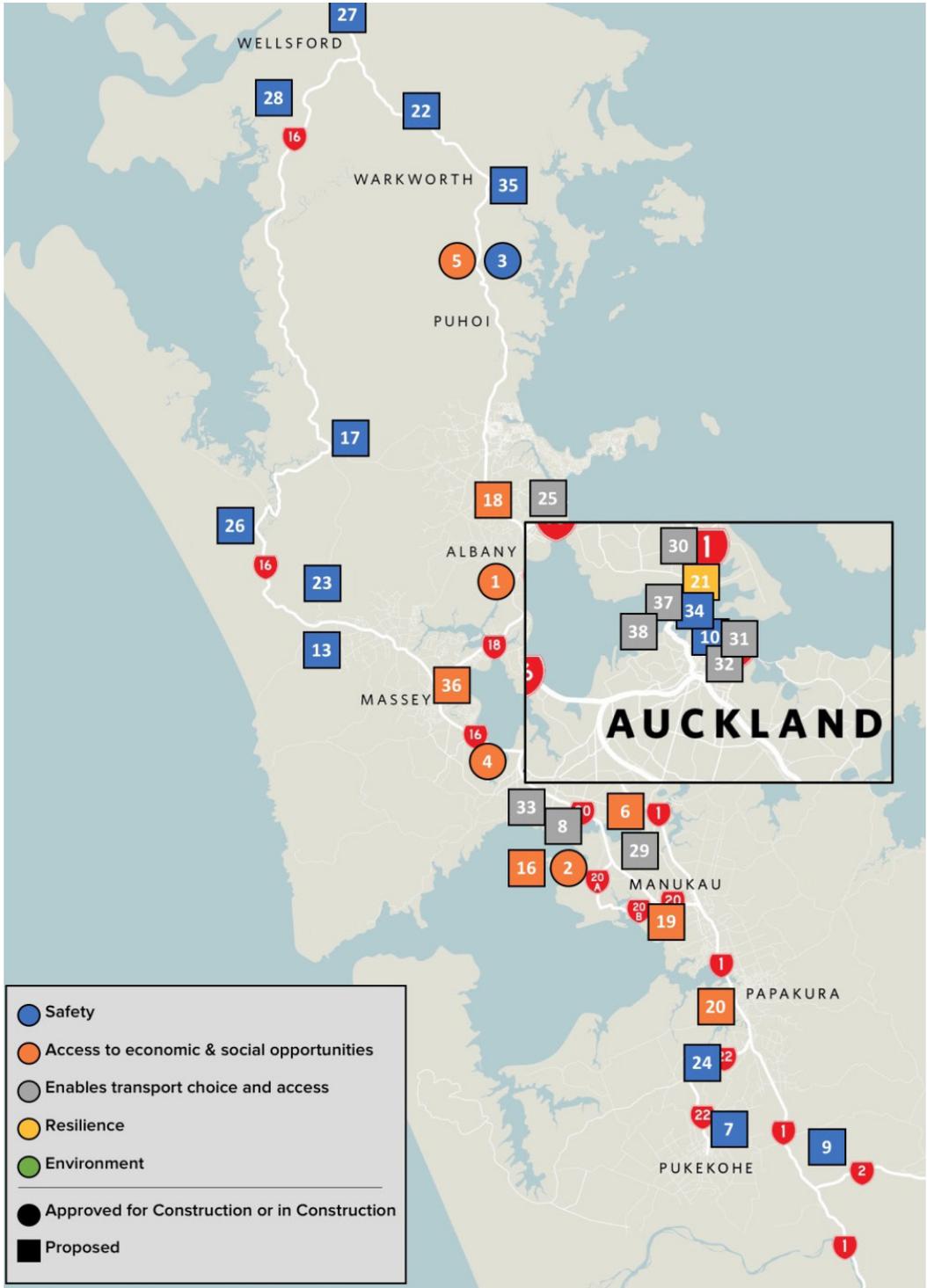
When access to the transport system is disrupted it creates social and economic impacts. To ensure the resilience of our state highways, we are proposing to invest in SH1 north of Harbour Bridge to Esmonde Road interchange. This key section of SH1 currently experiences coastal storm tide inundation, causing traffic delays congestion. This project will increase the resilience of this portion of the road to future-proof storm tide inundations and sea level rise.

Enabling better environmental outcomes

We are focused on reducing effects on public health by improving gaps in amenity caused by our state highways. Our Noise Walls and Improvements Programme aims to reduce the impact of noise on customers living adjacent to the Auckland Motorway network.

SUPPORTING ACTIVITIES

The draft 2018-27 TAIP includes funding for low cost, low risk investments which target the Government's desired outcomes as set out in the draft GPS. Examples of such activity include improvements to isolated intersections, traffic calming measures, improvements to lighting to increase safety, and walking and cycling facilities.



INTERPRETING THE FOLLOWING TABLE

The table below outlines the activities proposed for development during the 2018-27 period, and includes the following categories (where applicable):

- **Committed state highway improvement activities:** Activities that have one or more project phases committed for delivery. For example, the preparation of a detailed business case or the implementation (construction) of the project.
- **Proposed state highway activities to be re-evaluated:** Activities which are in development but have been identified as requiring a re-evaluation to better align with the draft GPS. Once re-evaluated they will be reconsidered.
- **Proposed state highway improvements:** Activities which are new or are in an early phase of project development. These activities will continue to be developed and delivered subject to their alignment with the draft GPS priorities.
- **Walking and cycling:** Proposed activities being considered for funding from the Walking and Cycling Activity Class.
- **Public transport:** Proposed activities being considered for funding from the Public Transport Activity Class.

For each activity the table sets out:

- **Ref:** This corresponds to a location on the Regional Map, where applicable.
- **GPS Strategic Priority:** This is the GPS priority to which the project is most closely aligned.
- **Phase:** This sets out the project phases expected to take place within the period (PBC = Programme Business Case; DBC = Detailed Business Case; PI/I = Pre-implementation/Implementation; Pr = Property).
- **National Priority:** From 1 (highest) to 8 (lowest), as determined by the application of the Transport Agency Investment Assessment Framework (IAF).
- **Cost** - Total expected cost range of the proposed activity - \$ - <\$10m, \$\$ - <\$100m, \$\$\$ >\$100m.

PROPOSED STATE HIGHWAY PROGRAMME FOR AUCKLAND REGION

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
COMMITTED STATE HIGHWAY IMPROVEMENT ACTIVITIES						
1	Northern Corridor Improvements (NCI)	Access - Social and Economic Opportunities	I Pr	I		\$\$\$
2	SH20A to Airport	Access - Social and Economic Opportunities	I	I		\$\$\$
3	SH1 Puhoi to Warkworth - Detailed Design and Construction	Safety	I	I		\$\$\$
4	Western Ring Route improvements	Access - Social and Economic Opportunities	I Pr			\$\$
5	SH1 Warkworth to Wellsford - Designation	Access - Social and Economic Opportunities	PI			\$
-	Supporting Growth Alliance	Access - Social and Economic Opportunities	DBC	DBC		\$\$
-	Southern Corridor Improvements	Access - Social and Economic Opportunities	I, Pr			\$\$
-	Waitemata Harbour Crossing	Resilience	DBC Pr	Pr		\$\$\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
PROPOSED STATE HIGHWAY IMPROVEMENTS TO BE RE-EVALUATED						
6	East West Link	Access - Social and Economic Opportunities	I Pr	I	5	\$\$\$
PROPOSED STATE HIGHWAY IMPROVEMENTS						
7	SH22 Drury to Pukekohe Safe System Enhancement	Safety	DBC PI/I Pr	DBC PI/I Pr	1	\$\$
-	Western Ring Route Network Optimisation	Access - Enable Transport Choice	PI/I		1	\$\$
-	Auckland Transport System Optimisation	Access - Social and Economic Opportunities	PBC/ DBC		1	\$
8	Manukau Harbour Crossing	Access - Enable Transport Choice	I		2	\$\$
9	Weigh Right Bombay	Safety	I Pr		2	\$
10	Weigh Right Stanley Street	Safety	I		2	\$
-	Auckland LED Replacement Programme	Environment	PI/I		2	\$
-	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$\$
13	SH16/Joyce Adams Place intersection Improvement	Safety	DBC PI/I Pr		3	\$
-	Noise Walls and Improvement Programme	Environment	I	I	4	\$\$\$
36	SH16 and SH18 Connection and Squadron Drive improvements	Access - Social and Economic Opportunities	DBC		4	\$\$\$
-	ITS Improvement Programme	Access - Social and Economic Opportunities	DBC PI/I		4	\$\$
15	SH16 Wellsford to Helensville Safer Corridor and Resilience	Access - Resilience		DBC PI/I Pr	6	\$
16	Improving short and medium term Airport Access	Access - Social and Economic Opportunities	DBC I Pr	Pr	4	\$\$
17	SH16/Kahikatea Flat Rd I/S Improvement	Safety	DBC PI/I Pr		4	\$
18	SH1 North of Albany Improvements	Access - Social and Economic Opportunities	DBC PI/I	I	4	\$
19	SH20 and SH20B Southern and Eastern Airport Access Improvements	Access - Social and Economic Opportunities	DBC PI Pr	PI/I Pr	5	\$\$\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
20	SH1 Papakura to Bombay	Access - Social and Economic Opportunities	PI/I Pr	I	5	\$\$\$
21	Sea level rise north of Harbour Bridge -Esmonde Rd interchange	Access - Resilience	DBC PI/I Pr	I	5	\$\$
22	SH1 Dome Valley Safety Improvements	Safety	I		5	\$\$
23	SH16 Brigham Creek to Waimauku Safety Improvements	Safety	PI/I Pr		5	\$\$
24	SH22 and SH1 (Drury) to Paerata Safety improvements	Safety	DBC PI/I Pr		5	\$\$
35	SH1 Warkworth - Hill Street intersection improvements	Safety	DBC PI/I Pr		5	\$\$
25	SH1 North of Albany PT Reliability improvements	Access - Enable Transport Choice	DBC PI/I		5	\$
34	Auckland Harbour Bridge barrier upgrade	Safety	PI/I		5	\$
26	SH16 Stoney Creek Rd to Helensville Safer Corridor	Safety		DBC PI/I Pr	1	\$\$
27	SH1N Ruakaka to Wellsford Safe System Enhancements	Safety		DBC PI/I Pr	1	\$
28	SH16 Ingelton Rd to Port Albert Rd Safer Corridor	Safety		DBC PI/I Pr	5	\$
PROPOSED WALKING AND CYCLING ACTIVITIES						
29	City Southern Cycle Link	Access - Enable Transport Choice	DBC		5	\$
37	Skypath	Access - Enable Transport Choice	DBC PI/I Pr		5	\$\$
38	Seapath	Access - Enable Transport Choice	DBC PI/I Pr		5	\$\$
30	Northern Connections	Access - Enable Transport Choice	DBC	DBC	5	\$
31	SH16 Gladstone to Alten Road	Access - Enable Transport Choice	DBC		5	\$
32	SH16 Stanley St Pedestrian Crossing	Access - Enable Transport Choice	DBC		5	\$
33	SH20 / Queenstown Road / Hendry Avenue	Access - Enable Transport Choice	DBC		5	\$

Within the region we are proposing to focus our efforts on achieving the Government's priorities of improving safety and resilience, to support regional economic development and make the network more resilient to weather events.

There are a number of opportunities within the region to deliver the new transport priorities set out in the draft Government Policy Statement on land transport (GPS) and ensure the transport system is not only efficient, resilient and sustainable, but also unlocks the opportunities that will keep New Zealand moving.

In particular, increased funding is available nationally for:

- expanding public transport networks, providing increased transport choice and supporting a shift from single-occupant vehicles
- local road investment (which can include improvements to walking and cycling facilities) to improve access, transport choice, safety and liveability within urban areas
- regional road improvements, which will help make regional routes safer and more resilient, particularly in relation to mitigating the impacts of climate change
- walking and cycling proposals, which will provide people with transport choice, support the creation of liveable cities, reduce emissions and improve public health outcomes

These opportunities will help deliver the Government's priorities in the following ways:

- **Safety.** Targeted local road and regional improvements will address high-risk sites on the network to increase vehicle safety, while improvements supporting walking and cycling will improve safety for people moving around, and between, urban centres on foot or by bike.
- **Access - for economic and social opportunities.** Improvements to roads local and regional roads will increase the reliability and efficiency of freight movement to key hubs and will support tourist journeys within the region. The delivery of regional cycling networks will also support tourism.
- **Access - enable transport choice and access.** Expanded public transport services will improve access to education, healthcare, employment and training opportunities. Improvements targeted toward walking and cycling will support uptake of active modes and provide increased transport choices.
- **Access - resilience.** Investment in local roads will improve overall network resilience, including the robustness of alternate routes. Regional road improvements will help mitigate the impacts of climate change including sea level rise.
- **Enabling better environmental outcomes.** Investment in public transport and walking and cycling support mode shift away from single occupancy vehicles, contributing to a reduction in pollution and emissions. Investment in regional road improvements will include enhanced storm water management and noise mitigation measures.
- **Value for money.** Value for money will be achieved by focusing on carrying out the right work at the right time for the best price.

The following table sets out the Transport Agency's indicative forecast of how the funding allocations indicated by the Government will affect investment in each activity class during 2018-21 compared to 2015-18, at a national level.

2015-18 AND 2018-21 GPS FUNDING RANGES

	2015-18 NLTP			2018-21 NLTP			CHANGE \$M			CHANGE %		
	LOWER	UPPER	FORECAST	LOWER	UPPER	MID-POINT	LOWER	UPPER	MID-POINT CF FORECAST	LOWER	UPPER	MID-POINT CF FORECAST
State highway improvements	3,150	4,350	3,733	3,000	3,850	3,425	-150	-500	-308	-5%	-11%	-8%
State highway maintenance	1,350	1,810	1,699	1,810	2,130	1,970	460	320	271	34%	18%	16%
Local road improvements	465	720	433	430	1,030	730	-35	310	297	-8%	43%	69%
Local road maintenance	1,230	1,815	1,766	1,800	2,120	1,960	570	305	194	46%	17%	11%
Public transport	865	1,215	1,031	1,280	1,780	1,530	415	565	499	48%	47%	48%
Rapid transit	-	-	-	850	2,100	1,475	850	2,100	1,475	n/a	n/a	n/a
Walking & cycling	46	167	143	150	360	255	104	193	112	226%	116%	78%
Regional improvements	180	270	201	200	530	365	20	260	164	11%	96%	82%
Road safety & demand management	92	113	99	170	205	188	78	92	89	85%	81%	89%
Investment management	162	185	185	195	235	215	33	50	30	20%	27%	16%
Transitional rail	-	-	-	195	435	315	195	435	315	n/a	n/a	n/a
Road policing	855	975	970	980	1,110	1,045	125	135	75	15%	14%	8%

The following table provides local authorities with information about the types of activities the Transport Agency could potentially support with the increased funding available for some activity classes, together with the potential regional opportunities within each activity class.

ACTIVITY CLASS	TYPES OF ACTIVITY WE ARE LOOKING TO INVEST IN	POTENTIAL OPPORTUNITIES
Public transport	<ul style="list-style-type: none"> ▪ Maintaining and improving service levels and improving infrastructure ▪ New public transport services ▪ Co-funding operational costs 	<ul style="list-style-type: none"> ▪ Investigate potential for improved bus services within Hamilton and surrounding townships, to access employment and learning opportunities ▪ Investigate potential interregional passenger rail opportunities between Hamilton and Auckland
Walking and cycling improvements	<ul style="list-style-type: none"> ▪ Improving walking and cycling infrastructure ▪ Promoting active modes of transport 	<ul style="list-style-type: none"> ▪ Support the development and delivery of walking and cycling networks ▪ Improve regional and urban cycle-ways where there are opportunities to encourage modal shift and tourism growth
Regional improvements	<ul style="list-style-type: none"> ▪ Supporting regional economic development outside of major metropolitan areas 	<ul style="list-style-type: none"> ▪ Improvements to support economic development and tourism ▪ Improve access to ports ▪ Improve regional connections to housing and essential health services ▪ Support urban growth and development ▪ Improve safety on high risk areas of the transport network ▪ Improve network resilience to deliver reliable journeys, and support options for adapting to climate change
Local road improvements	<ul style="list-style-type: none"> ▪ Improving existing local roads ▪ New local roads that improve capacity or service levels 	<ul style="list-style-type: none"> ▪ Develop and improve HPMV routes to support industry and economic development ▪ Support housing priority areas ▪ Improve safety on high risk areas of the transport network ▪ Plan for appropriate transport access to urban growth and housing growth areas ▪ Improvements to strengthen the resilience of the transport network
Local road maintenance	<ul style="list-style-type: none"> ▪ Maintaining, operating and renewing existing local road assets to sustain and improve service levels 	<ul style="list-style-type: none"> ▪ Increase investment to ensure that local roads maintain service levels for all modes
Road safety promotion and demand management	<ul style="list-style-type: none"> ▪ Improving road user behaviour 	<ul style="list-style-type: none"> ▪ Deliver cycle education in schools ▪ Promote cycling and walking ▪ Safety programme for local roads

HOW WE WILL WORK TOGETHER

The Transport Agency will work with local government to help ensure full advantage is taken of all the opportunities presented by the new and increased funding indicated by the draft GPS. We are already working with Local Government New Zealand to determine how this can be best achieved.

Support from the Transport Agency is likely to include helping local authorities to understand the changes, explore ways to bring forward programmes, and think more broadly about transport requirements within the wider context of a mode-neutral transport system.

The draft GPS has proposed significant increases in funding available for locally delivered improvement programmes (including public transport, walking and cycling and local road/regional improvements).

Safety is a key priority for the government. We have developed new tools and a framework to help local government identify safety improvements to take up opportunities provided by the increases across various activity classes over the next three years. We will support local government to apply these tools to develop project proposals, particularly in relation to public transport, walking and cycling.

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NEXT STEPS

The next step is to get all planned projects and programmes into Regional Land Transport Plans (RLTPs) by 30 June 2018, so they can be considered for funding in the National Land Transport Programme (NLTP).

The NLTP must be adopted by 31 August 2018, and details the land transport initiatives and activities we will deliver with our partners over the next three years to create a safer, better connected and more resilient transport system to keep New Zealand moving.

We will keep working with local authorities into the future to develop and progress all opportunities for meeting the Government's priorities and achieve the outcomes sought for communities

INVESTMENT IN STATE HIGHWAYS

The new draft programme of investment in state highway network was developed by reviewing all projects in the August 2017 draft SHIP to align with the new Government's transport priorities within the draft GPS.

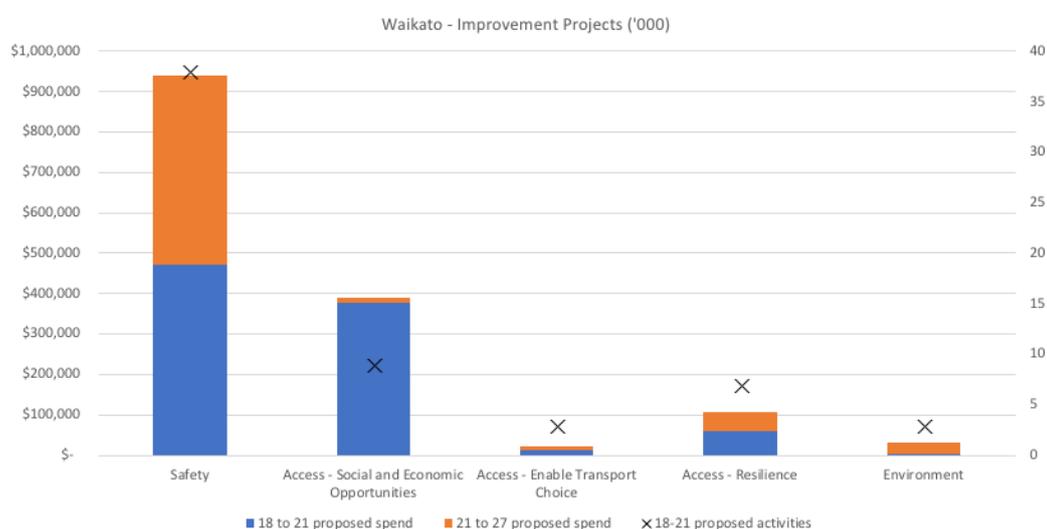
Activities that delivered on the new priorities were then included in the Transport Agency Investment Proposal (TAIP). Some projects will now be re-evaluated, looking at the whole transport system and considering what works can be undertaken, in particular to manage safety and resilience on that highway; others are unlikely to proceed.

All safety and resilience programmes were reviewed and new projects included where relevant that deliver on the Government's safety and resilience priorities.

All activities were then assessed using the draft Investment Assessment Framework (IAF) to meet the new direction within the GPS and then reviewed again to ensure the programme achieves the greatest outcomes for communities and delivers value for money.

The draft 2018-27 TAIP proposes a total investment of \$2,541m in the region to deliver Government priorities.

	2018-21	2018-27
Maintenance, operations and renewals	\$269m	\$1,049m
Improvements	\$965m	\$1,489m



SAFETY

Safety on our state highways is paramount. We want state highways that put people first and reduce risk through system-wide interventions to address unsafe behaviours, infrastructure, speed, environments, and vehicles across all transport modes.

The transport system in Waikato is critical for providing access to Auckland, Hamilton, Tauranga, and connecting the lower and upper North Island. The state highway network provides access for commuters, freight operations, holiday makers, and international tourists alike. Because the traffic volumes on Waikato's transport system can be significant, ensuring that customers can reach their destinations safely is critical.

Completing the Waikato Expressway will enhance safe access for numerous customers who travel throughout the Waikato region. The completed expressway will enable through-traffic to bypass Hamilton, freeing up the urban network for local trips and improving urban safety outcomes. The expressway, with its higher safety standards, will also provide a critical backbone for Waikato's rural transport system.

Other significant improvement activities such as SH2 Paeroa to Waihi will significantly improve safety outcomes for all customers, particularly during peak periods.

Our proposed investment is expected to improve safety for all users through a programme of improving roads, roadsides and intersections, and ensuring safe and appropriate travel speeds. Examples of our safety activities in the Waikato include:

- SH1 Cambridge to Piarere short term safety improvements
- SH29 Piarere to Te Poi
- SH25 Tairua to Whitianga
- SH1 Tokoroa to Taupo

A number of other projects are planned to improve safety outcomes throughout the Waikato region.

We will re-evaluate the proposed SH2 Pokeno to Mangatarata project to confirm its alignment with government priorities.

ACCESS

The state highway network provides access to social and economic opportunities, and is critical to providing New Zealanders with safe and predictable journeys that enable them to reach their destinations and participate within the community.

The existing transport network supports high personal transport usage with projections for continued increases in car use, which means increased pressure on the transport network. The city has recognised and anticipates future capacity constraints and congestion.

The road transport networks in and around Hamilton are generally fit for purpose and will be able to accommodate forecast levels of growth following completion of the expressway. The majority of north-south through-traffic will bypass the city, reducing pressure on the urban networks.

Access for economic and social opportunities

With its prime location between the ports of Tauranga and Auckland, Hamilton is also fast becoming an inland hub destination that supports the distribution of freight across the upper North Island. The inland port at Ruakura, once developed, will utilise the East Coast Main Trunk Line and the Waikato Expressway, and enable greater access for freight to move more freely. We will continue monitoring the impacts of freight on the network and in particular SH29 which will allow us to adjust our programme accordingly.

Within the urban environment, we remain committed to completing a number of state highway intersection improvements in partnership with local government. This will optimise throughput and improve safety and customer amenity where the state highways travel through Hamilton and town centres. We will also complete the designations required for Southern Links in preparation for future growth.

Enable transport choice and access

Within the Waikato region there is a strong preference for private vehicle travel. The transport network supports high personal transport usage. However, there is limited capacity to cope with additional pressure from ongoing increases in car use volumes.

The Transport Agency will work with its partners to develop a collaborative network management and intelligent transport system to optimise traffic flows and enable greater choice for customers. This will be supported by undertaking improvements to enable bus priority, enhancing suburban cycling routes, and improving the cycling connection between Hamilton and Cambridge.

RESILIENCE

Generally, the Waikato region is considered resilient. However, the Coromandel and Raglan areas can be exposed to severe weather events and tidal surges which result in flooding and slips on state highways. We have a programme of resilience activities which are aimed to reduce the number of incidences to reduce the level of disruption to our customers. Some of the resilience projects proposed are:

- SH26 Kirikiri Stream Bridge Replacement
- SH26 Onetai Stream Bridge Replacement
- SH30 Kopaki Bridge Replacement
- SH3 Awakino Tunnel Bypass

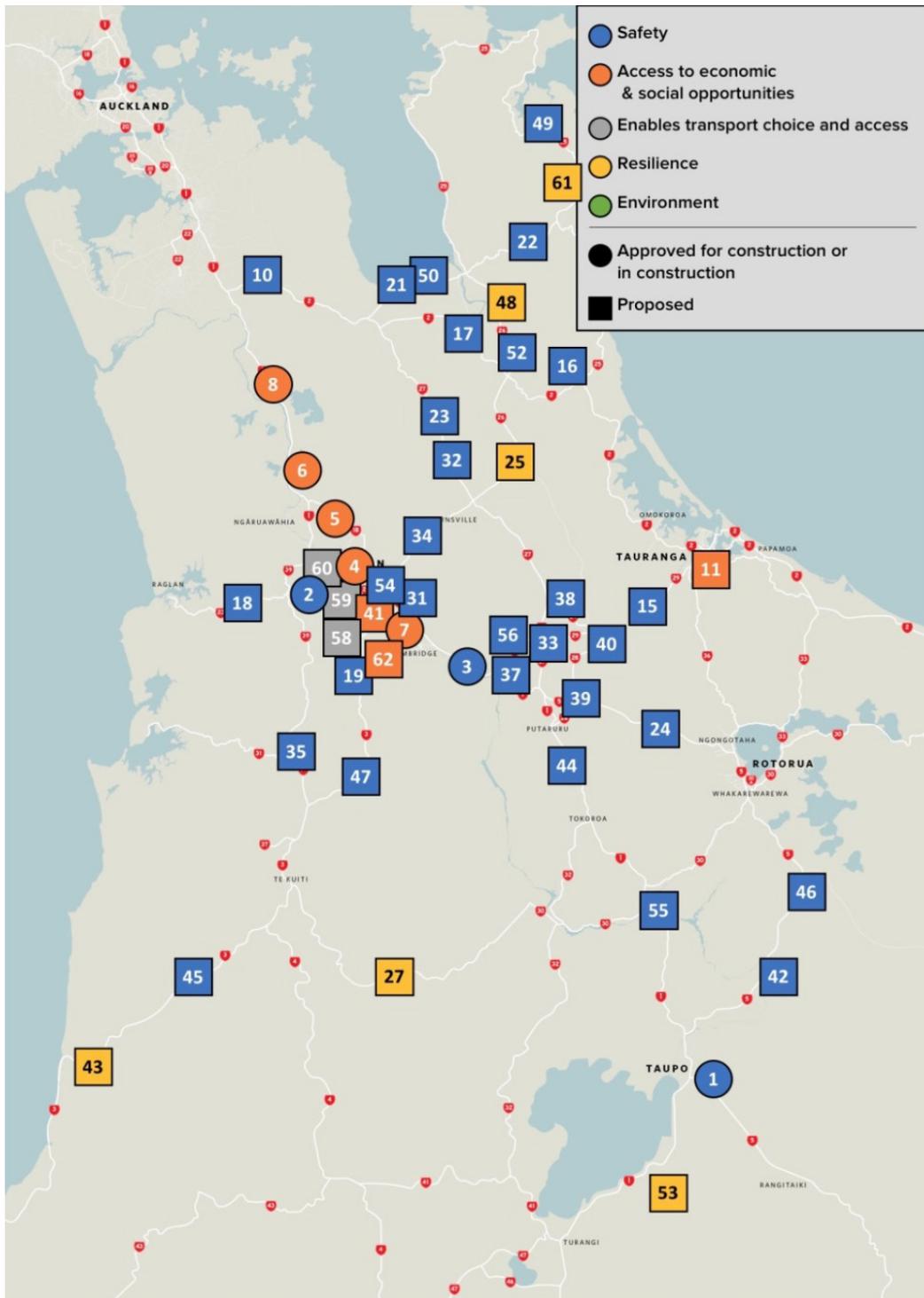
Resilient access along SH1 through National Park is also critical, given the unique environment. We will be working with DoC and other key partners to enhance resilience and safety through the SH1 Taupo to Waiouru Safety Management and Resilience project.

ENABLING BETTER ENVIRONMENTAL OUTCOMES

While we comply with good environmental practice we recognise we have opportunities to do more to manage the adverse environmental effects of our state highway network. We are adapting our overarching programme of work to place a greater focus on the environment, and are accelerating our national programme to replace all state highway street lights with more cost effective LED lighting to save costs on power and maintenance. We will also work with partners to provide 'in-transit' stock effluent dump sites at strategic locations in the region.

SUPPORTING ACTIVITIES

The draft 2018-28 TAIP includes funding for low cost, low risk investments which target the Government's desired outcomes as set out in the draft GPS. Examples of such activity include improvements to isolated intersections, traffic calming measures, an improvements to lighting.



INTERPRETING THE FOLLOWING TABLE

The table below outlines the activities proposed for development during the 2018-27 period, and includes the following categories (where applicable):

- **Committed state highway improvement activities:** Activities that have one or more project phases committed for delivery. For example, the preparation of a detailed business case or the implementation (construction) of the project.
- **Proposed state highway activities to be re-evaluated:** Activities which are in development but have been identified as requiring a re-evaluation to better align with the draft GPS. Once re-evaluated they will be reconsidered.
- **Proposed state highway improvements:** Activities which are new or are in an early phase of project development. These activities will continue to be developed and delivered subject to their alignment with the draft GPS priorities.
- **Walking and cycling:** Proposed activities being considered for funding from the Walking and Cycling Activity Class.
- **Public transport:** Proposed activities being considered for funding from the Public Transport Activity Class.

For each activity the table sets out:

- **Ref:** This corresponds to a location on the Regional Map, where applicable.
- **GPS Strategic Priority:** This is the GPS priority to which the project is most closely aligned.
- **Phase:** This sets out the project phases expected to take place within the period (PBC = Programme Business Case; DBC = Detailed Business Case; PI/I = Pre-implementation/Implementation; Pr = Property).
- **National Priority:** From 1 (highest) to 8 (lowest), as determined by the application of the Transport Agency Investment Assessment Framework (IAF).
- **Cost** - Total expected cost range of the proposed activity - \$ - <\$10m, \$\$ - <\$100m, \$\$\$ >\$100m.

PROPOSED STATE HIGHWAY PROGRAMME FOR WAIKATO REGION

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
COMMITTED STATE HIGHWAY IMPROVEMENT ACTIVITIES						
1	SH1 East Taupo Arterial Corridor Improvements	Safety	I			\$
2	SH23 Hamilton to Whatawhata Safety Improvements	Safety	I			\$
3	SH1 Cambridge to Piarere - Short term Improvements	Safety	DBC I			\$
4	SH1 WEX Hamilton Section	Access - Social and Economic Opportunities	I Pr	I		\$\$\$
5	SH1 WEX Huntly Section	Access - Social and Economic Opportunities	I Pr	I		\$\$\$
6	SH1 WEX Long Swamp Section	Access - Social and Economic Opportunities	I	I		\$\$
7	SH1 WEX Cambridge Section	Access - Social and Economic Opportunities	I Pr			\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
8	SH1 WEX Rangiriri Section	Access - Social and Economic Opportunities	I Pr			\$
-	Waikato Expressway Programme Office	Access - Social and Economic Opportunities	PI			\$
PROPOSED STATE HIGHWAY IMPROVEMENTS TO BE RE-EVALUATED						
10	SH2 Pokeno to Mangatarata Improvement	Safety	I Pr	I	5	\$\$
15	SH29 Te Poi to Kaimai Summit	Safety	PI/I Pr	I Pr	5	\$\$
56	SH29 Piarere to Te Poi	Safety	DBC PI		5	\$\$
11	SH29 Tauriko West Network Connections DBC	Access - Social and Economic Opportunities	DBC		6	\$\$\$
PROPOSED STATE HIGHWAY IMPROVEMENTS						
16	SH2 Paeroa to Waihi Safe System Enhancements	Safety	DBC PI/I Pr		1	\$\$
17	SH2 Pokeno (SH1) to Paeroa Safe System Enhancements	Safety	DBC PI/I Pr		1	\$\$
18	SH23 Hamilton to Raglan Safer Corridor	Safety	DBC PI/I Pr		1	\$\$
19	SH3 Hamilton to Te Awamutu and SH21 Safer Corridor	Safety	DBC PI/I Pr		1	\$\$
-	Active Road User corridor Programme - Hamilton Safer Corridor	Safety	DBC PI/I Pr		1	\$
21	SH25 Mangatarata (SH2) to Thames Safe System Enhancement	Safety	DBC PI/I Pr		1	\$
22	SH25A Kopu to Hikuai Safety Management	Safety	DBC PI/I Pr		1	\$
23	SH27 Kaihere Safer Corridor	Safety	DBC PI/I Pr		1	\$
24	SH5 Tirau to Rotorua Safer Corridor	Safety	DBC PI/I Pr		1	\$
25	SH26 Kirikiri Stream Bridge Replacement	Access - Resilience	PI/I Pr		2	\$\$
-	Waikato Stock Effluent Disposal	Environment	I		2	\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
27	SH30 Kopaki Bridge Replacement	Access - Resilience	DBC PI	I	2	\$
-	Weigh Right Taupo	Safety	I Pr		2	\$
-	Waikato LED Replacement Programme	Environment	I	I	2	\$\$
-	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$\$
-	Active Road User Intersections	Safety	DBC PI/I Pr		3	\$
31	SH1B Telephone Rd/Holland Rd Intersection Improvement	Safety	DBC PI/I Pr		3	\$
32	SH27/Horrell Rd Intersection Improvement	Safety	DBC PI/I Pr		3	\$
33	SH29/SH27 Intersection Improvement	Safety	DBC PI/I Pr		4	\$\$
34	SH26 Hamilton to Morrinsville Safer Corridor	Safety	DBC PI/I Pr		4	\$
35	SH39 and SH31 Waikato Expressway to Otorohanga Safer Corridor	Safety	DBC PI/I Pr		4	\$
-	Waikato ITS Improvement Programme	Access - Social and Economic Opportunities	DBC PI/I		4	\$
37	SH1N/SH29 Intersection Improvement	Safety	DBC PI/I Pr		5	\$\$
38	SH27 South of Matamata Safer Corridor	Safety	DBC PI/I Pr		5	\$\$
39	SH5/SH28 Harwoods Intersection Improvement	Safety	DBC PI/I Pr		5	\$\$
40	SH24 and SH28 Matamata to Putaruru Safer Corridor	Safety	DBC PI/I Pr		5	\$
41	SH1 South-East Hamilton Improvements	Access - Social and Economic Opportunities	I Pr		5	\$
42	SH5 Mihi to Wairakei safety	Safety	PI/I		5	\$
45	SH3 Te Kuiti to New Plymouth Safer Corridor	Safety	DBC PI/I Pr		5	\$\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
53	SH1 Taupo to Waiouru Safety Management and Resilience	Access - Resilience	DBC PI/I Pr		5	\$
43	SH3 Awakino Tunnel Bypass	Access - Resilience	I		6	\$\$
44	SH1 Piarere to Tokoroa Safer Corridor	Safety	DBC PI/I Pr		6	\$\$
62	Hamilton Southern Links	Access - Social and Economic Opportunities	PI Pr		6	\$\$\$
46	SH5 Rotorua to Wairakei Safety Management	Safety	DBC PI/I Pr		7	\$\$
47	SH3 Te Awamutu to Te Kuiti Safer Corridor	Safety	DBC PI/I Pr		7	\$
48	SH26 Onetai Stream Bridge Replacement	Access - Resilience	DBC PI/I Pr		7	\$
49	SH25 Tairua to Whitianga Safer Corridor	Safety		DBC PI/I Pr	1	\$\$\$
50	SH25 Mangatarata (SH2) to Thames Safer Corridor	Safety		DBC PI/I Pr	1	\$\$
52	SH26 Morrinsville to Kopu Safer Corridor	Safety		DBC PI/I Pr	4	\$
PROPOSED WALKING AND CYCLING ACTIVITIES						
58	SH1 Hamilton to Cambridge Cycle Connection - Section 1	Access - Enable Transport Choice	I		5	\$
59	Hamilton Urban Improvements - Suburban cycle routes	Access - Enable Transport Choice	DBC PI/I Pr		6	\$
PROPOSED PUBLIC TRANSPORT ACTIVITIES						
60	Hamilton Urban Improvements - Bus priority hotspots	Access - Enable Transport Choice	DBC PI	I	6	\$

BAY OF PLENTY

Within the region we are proposing to focus our efforts on achieving the Government's priorities of improving safety and resilience, to support regional economic development and make the network more resilient to weather events.

There are a number of opportunities within the region to deliver the new transport priorities set out in the draft Government Policy Statement on land transport (GPS) and ensure the transport system is not only efficient, resilient and sustainable, but also unlocks the opportunities that will keep New Zealand moving.

In particular, increased funding is available nationally for:

- expanding public transport networks, providing increased transport choice and supporting a shift from single-occupant vehicles
- local road investment (which can include improvements to walking and cycling facilities) to improve access, transport choice, safety and liveability within urban areas
- regional road improvements, which will help make regional routes safer and more resilient, particularly in relation to mitigating the impacts of climate change
- walking and cycling proposals, which will provide people with transport choice, support the creation of liveable cities, reduce emissions and improve public health outcomes

These opportunities will help deliver the Government's priorities in the following ways:

- **Safety.** Targeted local road and regional improvements will address high-risk sites on the network to increase vehicle safety, while improvements supporting walking and cycling will improve safety for people moving around, and between, urban centres on foot or by bike.
- **Access - for economic and social opportunities.** Improvements to roads local and regional roads will increase the reliability and efficiency of freight movement to key hubs and will support tourist journeys within the region. The delivery of regional cycling networks will also support tourism.
- **Access - enable transport choice and access.** Expanded public transport services will improve access to education, healthcare, employment and training opportunities. Improvements targeted toward walking and cycling will support uptake of active modes and provide increased transport choices.
- **Access - resilience.** Investment in local roads will improve overall network resilience, including the robustness of alternate routes. Regional road improvements will help mitigate the impacts of climate change including sea level rise.
- **Enabling better environmental outcomes.** Investment in public transport and walking and cycling support mode shift away from single occupancy vehicles, contributing to a reduction in pollution and emissions. Investment in regional road improvements will include enhanced storm water management and noise mitigation measures.
- **Value for money.** Value for money will be achieved by focusing on carrying out the right work at the right time for the best price.

The following table sets out the Transport Agency's indicative forecast of how the funding allocations indicated by the Government will affect investment in each activity class during 2018-21 compared to 2015-18, at a national level.

2015-18 AND 2018-21 GPS FUNDING RANGES

	2015-18 NLTP			2018-21 NLTP			CHANGE \$M			CHANGE %		
	LOWER	UPPER	FORECAST	LOWER	UPPER	MID-POINT	LOWER	UPPER	MID-POINT CF FORECAST	LOWER	UPPER	MID-POINT CF FORECAST
State highway improvements	3,150	4,350	3,733	3,000	3,850	3,425	-150	-500	-308	-5%	-11%	-8%
State highway maintenance	1,350	1,810	1,699	1,810	2,130	1,970	460	320	271	34%	18%	16%
Local road improvements	465	720	433	430	1,030	730	-35	310	297	-8%	43%	69%
Local road maintenance	1,230	1,815	1,766	1,800	2,120	1,960	570	305	194	46%	17%	11%
Public transport	865	1,215	1,031	1,280	1,780	1,530	415	565	499	48%	47%	48%
Rapid transit	-	-	-	850	2,100	1,475	850	2,100	1,475	n/a	n/a	n/a
Walking & cycling	46	167	143	150	360	255	104	193	112	226%	116%	78%
Regional improvements	180	270	201	200	530	365	20	260	164	11%	96%	82%
Road safety & demand management	92	113	99	170	205	188	78	92	89	85%	81%	89%
Investment management	162	185	185	195	235	215	33	50	30	20%	27%	16%
Transitional rail	-	-	-	195	435	315	195	435	315	n/a	n/a	n/a
Road policing	855	975	970	980	1,110	1,045	125	135	75	15%	14%	8%

The following table provides local authorities with information about the types of activities the Transport Agency could potentially support with the increased funding available for some activity classes, together with the potential regional opportunities within each activity class.

ACTIVITY CLASS	TYPES OF ACTIVITY WE ARE LOOKING TO INVEST IN	POTENTIAL OPPORTUNITIES
Public transport	<ul style="list-style-type: none"> ▪ Maintaining and improving service levels and improving infrastructure ▪ New public transport services ▪ Co-funding operational costs 	<ul style="list-style-type: none"> ▪ Support the implementation of the new Western Bay of Plenty bus network ▪ Support significant improvements to Tauranga bus fleet including the introduction of electric buses ▪ Improve public transport priority infrastructure
Walking and cycling improvements	<ul style="list-style-type: none"> ▪ Improving walking and cycling infrastructure ▪ Promoting active modes of transport 	<ul style="list-style-type: none"> ▪ Support the development and delivery of walking and cycling networks ▪ Improve regional and urban cycle-ways where there are opportunities to encourage modal shift and grow tourism
Regional improvements	<ul style="list-style-type: none"> ▪ Supporting regional economic development outside of major metropolitan areas 	<ul style="list-style-type: none"> ▪ Improvements to support economic development and tourism ▪ Driver licensing and education programmes to improve community access to education, employment and training opportunities ▪ Improve access to ports ▪ Improve safety on high risk areas of the transport network ▪ Improve regional connections to housing and essential health services ▪ Support urban growth and development ▪ Improve network resilience to deliver reliable journeys, and support options for adapting to climate change
Local road improvements	<ul style="list-style-type: none"> ▪ Improving existing local roads ▪ New local roads that improve capacity or service levels 	<ul style="list-style-type: none"> ▪ Develop and improve HPMV routes to support industry and economic development ▪ Support housing priority areas ▪ Improve safety on high risk areas of the transport network ▪ Plan for appropriate transport access to urban growth and housing growth areas ▪ Improvements to strengthen the resilience of the transport network

Local road maintenance	<ul style="list-style-type: none"> ▪ Maintaining, operating and renewing existing local road assets to sustain and improve service levels 	<ul style="list-style-type: none"> ▪ Investment to ensure that local roads maintain appropriate service levels for all modes of transport ▪ Support road controlling authorities to collaborate on procurement, management and implementation of maintenance activities, to ensure best practice and value for money
Road safety promotion and demand management	<ul style="list-style-type: none"> ▪ Improving road user behaviour 	<ul style="list-style-type: none"> ▪ Deliver cycle education in schools ▪ Promote cycling and walking ▪ Safety programme for local roads

HOW WE WILL WORK TOGETHER

The Transport Agency will work with local government to help ensure full advantage is taken of all the opportunities presented by the new and increased funding indicated by the draft GPS. We are already working with Local Government New Zealand to determine how this can be best achieved.

Support from the Transport Agency is likely to include helping local authorities to understand the changes, explore ways to bring forward programmes, and think more broadly about transport requirements within the wider context of a mode-neutral transport system.

The draft GPS has proposed significant increases in funding available for locally delivered improvement programmes (including public transport, walking and cycling and local road/regional improvements).

Safety is a key priority for the government. We have developed new tools and a framework to help local government identify safety improvements to take up opportunities provided by the increases across various activity classes over the next three years. We will support local government to apply these tools to develop project proposals, particularly in relation to public transport, walking and cycling.

The Investment Assessment Framework (IAF) gives effect to the GPS. The Transport Agency uses the IAF to assess and prioritise activities seeking investment from the NLTP. The IAF ensures investment in land transport infrastructure and services delivers on the priorities and outcomes set out in the GPS. The draft IAF has also been redrafted to help local authorities understand how the Transport Agency assesses and prioritises projects and programmes.

NEXT STEPS

The next step is to get all planned projects and programmes into Regional Land Transport Plans (RLTPs) by 30 June 2018, so they can be considered for funding in the National Land Transport Programme (NLTP).

The NLTP must be adopted by 31 August 2018, and details the land transport initiatives and activities we will deliver with our partners over the next three years to create a safer, better connected and more resilient transport system to keep New Zealand moving.

We will keep working with local authorities into the future to develop and progress all opportunities for meeting the Government's priorities and achieve the outcomes sought for communities

INVESTMENT IN STATE HIGHWAYS

The new draft programme of investment in state highway network was developed by reviewing all projects in the August 2017 draft SHIP to align with the new Government’s transport priorities within the draft GPS.

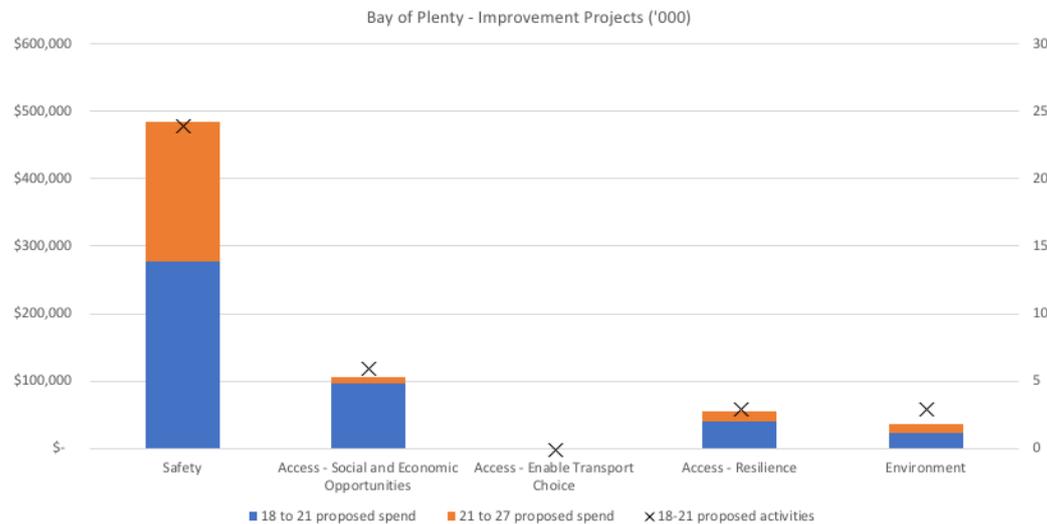
Activities that delivered on the new priorities were then included in the Transport Agency Investment Proposal (TAIP). Some projects will now be re-evaluated, looking at the whole transport system and considering what works can be undertaken, in particular to manage safety and resilience on that highway; others are unlikely to proceed.

All safety and resilience programmes were reviewed and new projects included where relevant that deliver on the Government’s safety and resilience priorities.

All activities were then assessed using the draft Investment Assessment Framework (IAF) to meet the new direction within the GPS and then reviewed again to ensure the programme achieves the greatest outcomes for communities and delivers value for money.

The draft 2018-27 TAIP proposes a total investment of \$1,317m in the region to deliver Government priorities.

	2018-21	2018-27
Maintenance, operations and renewals	\$154m	\$634m
Improvements	\$442m	\$683m



SAFETY

Safety on our state highways is paramount. The region has some of the highest risk corridors in the country. Our proposed investment aims to improve safety for all users through a programme of improving roads, roadsides and intersections, and ensuring safe and appropriate travel speeds.

Examples of our current safety activity in Bay of Plenty include SH33 (Te Ngae Junction to Paengaroa) and Minden Te Puna Intersection Improvements.

Projects that seek to reduce the severity and frequency of crashes to reduce deaths and serious injury are critical. This is why we are proposing to invest in:

- SH2 Paeroa to Tauranga Safer Corridor
- SH30 Awakeri to Whakatane Safer Corridor
- SH30 and SH33 Rotorua to Paengaroa Safer Corridor
- SH30 Owhata to SH33 Intersection Safer Corridor
- SH5 Barnard Road to SH5/36 Intersection Safer Corridor
- SH5/30 Intersection to Springfield Safe System Enhancements

These projects will deliver safer corridor treatments such as intersection improvements, median and side barriers and speed management.

Most of Bay of Plenty's road network is of sufficient standard to support the heavy traffic flows in the region, we propose to re-evaluate some current projects to focus more on safety. We will be completing the project phases already commissioned to understand their scope within the context of the current GPS.

For example, the Tauranga Northern Link project is currently scoped to focus on reducing travel times and increasing capacity. This project will be re-evaluated to better align with the Government's new priorities, with a particular focus on improving safety, as this is an area of significant concern along this corridor.

Similarly, our long term proposals for Omokoroa to Te Puna will also be reviewed to focus on safety.

Our national program Weigh Right will be implemented in Paengaroa and Tauranga Port to support a behaviour change and reduce heavy vehicle overloading, improving road safety and long-term road maintenance.

ACCESS

The 'Golden Triangle' regions of Auckland, Bay of Plenty and Waikato account for around two-thirds of New Zealand's freight movements, have over half of the country's population, and connect key tourist destinations.

The completion of the SH30 and SH30A urban improvements in Rotorua will improve access for locals and tourists alike as they travel to their destinations.

Access for economic and social opportunities

State highways provide access to social and economic opportunities. It is critical that we provide people with near real-time information so they can plan safe and predictable journeys. We want to incorporate technology and innovation into the design and delivery of land transport investment through an Intelligent Transport System Improvements Programme that implements intelligent transport systems across the transport network.

A number of projects are proposed for the state highway network in and around Tauriko will help support expected residential and business growth, improve access and lead to better safety outcomes.

RESILIENCE

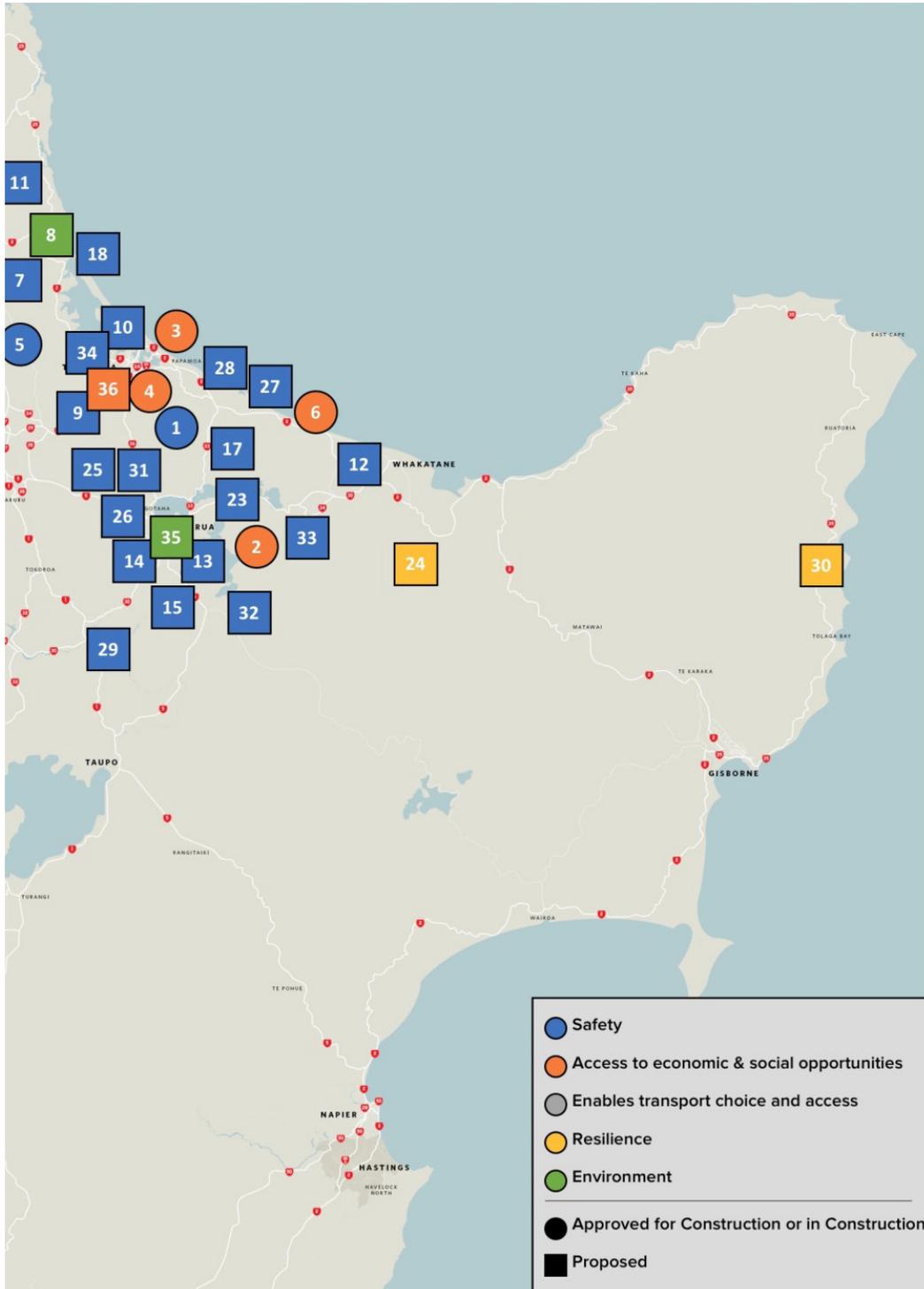
When access to the transport system is disrupted it creates social and economic impacts. We are investing in SH2 Opotiki to Gisborne and SH2 Waimana Gorge to improve resilience, protecting the network from lengthy delays from slips, rock falls and flooding. We are also investing in SH35 Opotiki to Gisborne Safer Corridor and Resilience to provide reliable journeys through reducing the impact from various environmental risks.

ENABLING BETTER ENVIRONMENTAL OUTCOMES

While we comply with good environmental practice we recognise that we have opportunities to do more to manage the adverse environmental effects of our state highway network. We are adapting our overarching programme of work to place a greater focus on the environment, and are accelerating our national programme to replace all state highway street lights with more cost effective LED lighting to save costs on power and maintenance.

SUPPORTING ACTIVITIES

The draft 2018–27 TAIP includes funding for low cost, low risk investments which target the Government's desired outcomes as set out in the draft GPS. Examples of such activity include improvements to isolated intersections, traffic calming measures, improvements to lighting to increase safety, and walking and cycling facilities.



INTERPRETING THE FOLLOWING TABLE

The table below outlines the activities proposed for development during the 2018-27 period, and includes the following categories (where applicable):

- **Committed state highway improvement activities:** Activities that have one or more project phases committed for delivery. For example, the preparation of a detailed business case or the implementation (construction) of the project.
- **Proposed state highway activities to be re-evaluated:** Activities which are in development but have been identified as requiring a re-evaluation to better align with the draft GPS. Once re-evaluated they will be reconsidered.
- **Proposed state highway improvements:** Activities which are new or are in an early phase of project development. These activities will continue to be developed and delivered subject to their alignment with the draft GPS priorities.
- **Walking and cycling:** Proposed activities being considered for funding from the Walking and Cycling Activity Class.
- **Public transport:** Proposed activities being considered for funding from the Public Transport Activity Class.

For each activity the table sets out:

- **Ref:** This corresponds to a location on the Regional Map, where applicable.
- **GPS Strategic Priority:** This is the GPS priority to which the project is most closely aligned.
- **Phase:** This sets out the project phases expected to take place within the period (PBC = Programme Business Case; DBC = Detailed Business Case; PI/I = Pre-implementation/Implementation; Pr = Property).
- **National Priority:** From 1 (highest) to 8 (lowest), as determined by the application of the Transport Agency Investment Assessment Framework (IAF).
- **Cost** - Total expected cost range of the proposed activity - \$ - <\$10m, \$\$ - <\$100m, \$\$\$ >\$100m.

PROPOSED STATE HIGHWAY PROGRAMME FOR BAY OF PLENTY REGION

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
COMMITTED STATE HIGHWAY IMPROVEMENT ACTIVITIES						
1	SH33 Te Ngae Junction to Paengaroa Safety	Safety	I			\$\$
2	SH30 Eastern Corridor, Connect Rotorua	Access - Social and Economic Opportunities	PI/I			\$
3	SH2: Baypark to Bayfair Link Upgrade	Access - Social and Economic Opportunities	I			\$\$
4	Hairini Link - Stage 4	Access - Social and Economic Opportunities	I Pr			\$
5	Minden Te Puna Intersection Improvements	Safety	Pr			\$
6	Tauranga Eastern Link	Access - Social and Economic Opportunities	I			\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
PROPOSED STATE HIGHWAY IMPROVEMENTS TO BE RE-EVALUATED						
7	SH2 Waihi to Omokoroa Safer Corridor	Safety	PI/I Pr	PI/I	5	\$\$\$
34	SH2 Te Puna to Omokoroa	Safety	DBC		6	\$\$\$
36	SH29 Tauriko West Network Connections	Access - Social and Economic Opportunities	DBC		6	\$\$\$
8	SH2 Katikati Urban	Environment	PI Pr	PI/I Pr	7	\$\$
9	SH29 Kaimai Summit to Tauriko	Safety	PI	I Pr	5	\$\$
10	Tauranga Northern Link	Safety	PI/I Pr	I	6	\$\$
PROPOSED STATE HIGHWAY IMPROVEMENTS						
11	SH2 Paeroa to Tauranga Safer Corridor	Safety	DBC PI/I Pr		1	\$\$\$
12	SH30 Awakeri to Whakatane Safer Corridor	Safety	DBC PI/I Pr		1	\$\$
13	SH30 Owhata to SH33 I/S Safer Corridor	Safety	DBC PI/I Pr		1	\$
14	SH5 Barnard Rd to SH5/36 I/S Safer Corridor	Safety	DBC PI/I Pr		1	\$
15	SH5/30 Intersection to Springfield Safe System Enhancements	Safety	DBC PI/I Pr		1	\$
-	Accelerated LED Renewals for SH Street Lighting	Environment	I	I	2	\$
17	Weigh Right Paengaroa	Safety	I		2	\$
18	Weigh Right Tauranga Port	Safety	I Pr		2	\$
-	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$\$
-	Active Road User Intersections	Safety	DBC PI/I Pr		3	\$
-	BOP ITS Improvement Programme	Access - Social and Economic Opportunities	DBC PI/I		4	\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
23	SH33/SH30 Intersection Improvement	Safety	DBC PI/I Pr		5	\$
24	SH2 Matata to Opotiki (Waimana Gorge) Safer Corridor and Resilience	Access - Resilience		DBC PI/I Pr	6	\$\$
25	SH5/36 Intersection to Dalbeth Rd Safer Corridor	Safety	DBC PI/I Pr		6	\$\$
26	SH36 Tauranga to Ngongotaha Safer Corridor	Safety		DBC PI/I Pr	1	\$
27	SH2 from SH33 to Matata Safety Management	Safety		DBC PI/I Pr	5	\$
28	SH2 Matata to Station Rd Safer Corridor	Safety		DBC PI/I Pr	5	\$
29	SH30 Rotorua to Atiamuri Safety Management	Safety		DBC PI/I Pr	5	\$
30	SH35 Opotiki to Gisborne Safer Corridor and Resilience	Access - Resilience		DBC PI/I Pr	6	\$
31	SH5 Dalbeth Rd to Tepapa Safer Corridor	Safety		DBC PI/I Pr	6	\$
32	SH5/38 Intersection to Springfield Safer Corridor	Safety		DBC PI/I Pr	6	\$
33	SH30 Te Teko to Onepu Spring Rd Safer Corridor	Safety		DBC PI/I Pr	5	\$
35	SH30A Rotorua Urban improvements	Environment	PI/I		6	\$

GISBORNE

Within the region we are proposing to focus our efforts on achieving the Government's priorities of improving safety and resilience, to support regional economic development and make the network more resilient to weather events.

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- walking and cycling proposals, which will provide people with transport choice, support the creation of liveable cities, reduce emissions and improve public health outcomes

These opportunities will help deliver the Government's priorities in the following ways:

- **Safety.** Targeted local road and regional improvements will address high-risk sites on the network to increase vehicle safety, while improvements supporting walking and cycling will improve safety for people moving around, and between, urban centres on foot or by bike.
- **Access - for economic and social opportunities.** Improvements to roads local and regional roads will increase the reliability and efficiency of freight movement to key hubs and will support tourist journeys within the region. The delivery of regional cycling networks will also support tourism.
- **Access - enable transport choice and access.** Expanded public transport services will improve access to education, healthcare, employment and training opportunities. Improvements targeted toward walking and cycling will support uptake of active modes and provide increased transport choices.
- **Access - resilience.** Investment in local roads will improve overall network resilience, including the robustness of alternate routes. Regional road improvements will help mitigate the impacts of climate change including sea level rise.
- **Enabling better environmental outcomes.** Investment in public transport and walking and cycling support mode shift away from single occupancy vehicles, contributing to a reduction in pollution and emissions. Investment in regional road improvements will include enhanced storm water management and noise mitigation measures.
- **Value for money.** Value for money will be achieved by focusing on carrying out the right work at the right time for the best price.

The following table sets out the Transport Agency's indicative forecast of how the funding allocations indicated by the Government will affect investment in each activity class during 2018-21 compared to 2015-18, at a national level.

2015-18 AND 2018-21 GPS FUNDING RANGES

	2015-18 NLTP			2018-21 NLTP			CHANGE \$M			CHANGE %		
	LOWER	UPPER	FORECAST	LOWER	UPPER	MID-POINT	LOWER	UPPER	MID-POINT CF FORECAST	LOWER	UPPER	MID-POINT CF FORECAST
State highway improvements	3,150	4,350	3,733	3,000	3,850	3,425	-150	-500	-308	-5%	-11%	-8%
State highway maintenance	1,350	1,810	1,699	1,810	2,130	1,970	460	320	271	34%	18%	16%
Local road improvements	465	720	433	430	1,030	730	-35	310	297	-8%	43%	69%
Local road maintenance	1,230	1,815	1,766	1,800	2,120	1,960	570	305	194	46%	17%	11%
Public transport	865	1,215	1,031	1,280	1,780	1,530	415	565	499	48%	47%	48%
Rapid transit	-	-	-	850	2,100	1,475	850	2,100	1,475	n/a	n/a	n/a
Walking & cycling	46	167	143	150	360	255	104	193	112	226%	116%	78%
Regional improvements	180	270	201	200	530	365	20	260	164	11%	96%	82%
Road safety & demand management	92	113	99	170	205	188	78	92	89	85%	81%	89%
Investment management	162	185	185	195	235	215	33	50	30	20%	27%	16%
Transitional rail	-	-	-	195	435	315	195	435	315	n/a	n/a	n/a
Road policing	855	975	970	980	1,110	1,045	125	135	75	15%	14%	8%

The following table provides local authorities with information about the types of activities the Transport Agency could potentially support with the increased funding available for some activity classes, together with the potential regional opportunities within each activity class.

ACTIVITY CLASS	TYPES OF ACTIVITY WE ARE LOOKING TO INVEST IN	POTENTIAL OPPORTUNITIES
Public transport	<ul style="list-style-type: none"> ▪ Maintaining and improving service levels and improving infrastructure ▪ New public transport services ▪ Co-funding operational costs 	<ul style="list-style-type: none"> ▪ Investigate potential for improved bus services within Gisborne and surrounding townships, to access employment and learning opportunities
Walking and cycling improvements	<ul style="list-style-type: none"> ▪ Improving walking and cycling infrastructure ▪ Promoting active modes of transport 	<ul style="list-style-type: none"> ▪ Provide regional and urban cycle-way connectivity where there are opportunities to grow tourism and encourage modal shift ▪ Investigate options for improved safety of pedestrians and people on bicycles in Gisborne, particularly along main heavy vehicle routes
Regional improvements	<ul style="list-style-type: none"> ▪ Supporting regional economic development outside of major metropolitan areas 	<ul style="list-style-type: none"> ▪ Supporting the implementation of the Integrated Transport Priority Plan, including improvements to support economic development and tourism ▪ Driver licensing and education programmes to improve community access to education, employment and training opportunities ▪ Improve access to ports ▪ Investment in network resilience to deliver reliable journeys into the region from the north, west and south, and support adaptation to climate change ▪ Investment in visitor routes to improve the road travel experience for visiting drivers
Local road improvements	<ul style="list-style-type: none"> ▪ Improving existing local roads ▪ New local roads that improve capacity or service levels 	<ul style="list-style-type: none"> ▪ Develop and improve HPMV routes to support industry and economic development ▪ Strengthen the resilience of detour routes within Gisborne ▪ Plan for appropriate transport access to urban growth and housing growth areas in Gisborne
Local road maintenance	<ul style="list-style-type: none"> ▪ Maintaining, operating and renewing existing local road assets to sustain and improve service levels 	<ul style="list-style-type: none"> ▪ Investment to ensure that local roads maintain appropriate service levels for all modes of transport
Road safety promotion and demand management	<ul style="list-style-type: none"> ▪ Improving road user behaviour 	<ul style="list-style-type: none"> ▪ Deliver cycle education in schools ▪ Promote cycling and walking ▪ Safety programme for local roads

HOW WE WILL WORK TOGETHER

The Transport Agency will work with local government to help ensure full advantage is taken of all the opportunities presented by the new and increased funding indicated by the draft GPS. We are already working with Local Government New Zealand to determine how this can be best achieved.

Support from the Transport Agency is likely to include helping local authorities to understand the changes, explore ways to bring forward programmes, and think more broadly about transport requirements within the wider context of a mode-neutral transport system.

The draft GPS has proposed significant increases in funding available for locally delivered improvement programmes (including public transport, walking and cycling and local road/regional improvements).

Safety is a key priority for the government. We have developed new tools and a framework to help local government identify safety improvements to take up opportunities provided by the increases across various activity classes over the next three years. We will support local government to apply these tools to develop project proposals, particularly in relation to public transport, walking and cycling.

The Investment Assessment Framework (IAF) gives effect to the GPS. The Transport Agency uses the IAF to assess and prioritise activities seeking investment from the NLTP. The IAF ensures investment in land transport infrastructure and services delivers on the priorities and outcomes set out in the GPS. The draft IAF has also been redrafted to help local authorities understand how the Transport Agency assesses and prioritises projects and programmes.

NEXT STEPS

The next step is to get all planned projects and programmes into Regional Land Transport Plans (RLTPs) by 30 June 2018, so they can be considered for funding in the National Land Transport Programme (NLTP).

The NLTP must be adopted by 31 August 2018, and details the land transport initiatives and activities we will deliver with our partners over the next three years to create a safer, better connected and more resilient transport system to keep New Zealand moving.

We will keep working with local authorities into the future to develop and progress all opportunities for meeting the Government's priorities and achieve the outcomes sought for communities

INVESTMENT IN STATE HIGHWAYS

The new draft programme of investment in state highway network was developed by reviewing all projects in the August 2017 draft SHIP to align with the new Government's transport priorities within the draft GPS.

Activities that delivered on the new priorities were then included in the Transport Agency Investment Proposal (TAIP). Some projects will now be re-evaluated, looking at the whole transport system and considering what works can be undertaken, in particular to manage safety and resilience on that highway; others are unlikely to proceed.

All safety and resilience programmes were reviewed and new projects included where relevant that deliver on the Government's safety and resilience priorities.

All activities were then assessed using the draft Investment Assessment Framework (IAF) to meet the new direction within the GPS and then reviewed again to ensure the programme achieves the greatest outcomes for communities and delivers value for money.

The draft 2018-27 TAIP proposes a total investment of \$289m in the region to deliver Government priorities.

	2018-21	2018-27
Maintenance, operations and renewals	\$52m	\$183m
Improvements	\$22m	\$106m



SAFETY

Safety on our state highways is paramount. We want state highways that put people first and reduce risk, through system-wide interventions to address unsafe behaviours, infrastructure, environments, and vehicles across all transport modes.

To improve safety outcomes we are proposing to upgrade SH35 and its connecting routes. The project seeks to reduce the severity and frequency of crashes to reduce deaths and serious injury.

ACCESS

The state highway network provides access to social and economic opportunities, and is critical in providing New Zealanders with safe and predictable journeys that enable them to reach their destinations and participate within the community. The Gisborne region depends heavily on its connection to the Lower North Island via Napier, which serves as an essential lifeline that supports social and economic outcomes in the Gisborne region.

Access for economic and social opportunities

Given the East Coast's remoteness and difficult terrain, and the export orientation of much of its economic activity, transport connectivity is critically important to access labour, supplies and domestic and international markets. We will continue working with partners to ensure freight travels on the most appropriate corridors to ensure accessibility to Eastland Port.

The region has developed the Tairāwhiti Economic Action Plan, which focuses on adding value in sectors such as forestry and agriculture, growing tourism, and developing skills and the labour force needed to support business. Critical to the Plan is connecting people and markets through access via the state highway network and improving digital connections. We are working through the Integrated Plan with partners to develop and include the transport initiatives to be included in the National Land Transport Programme.

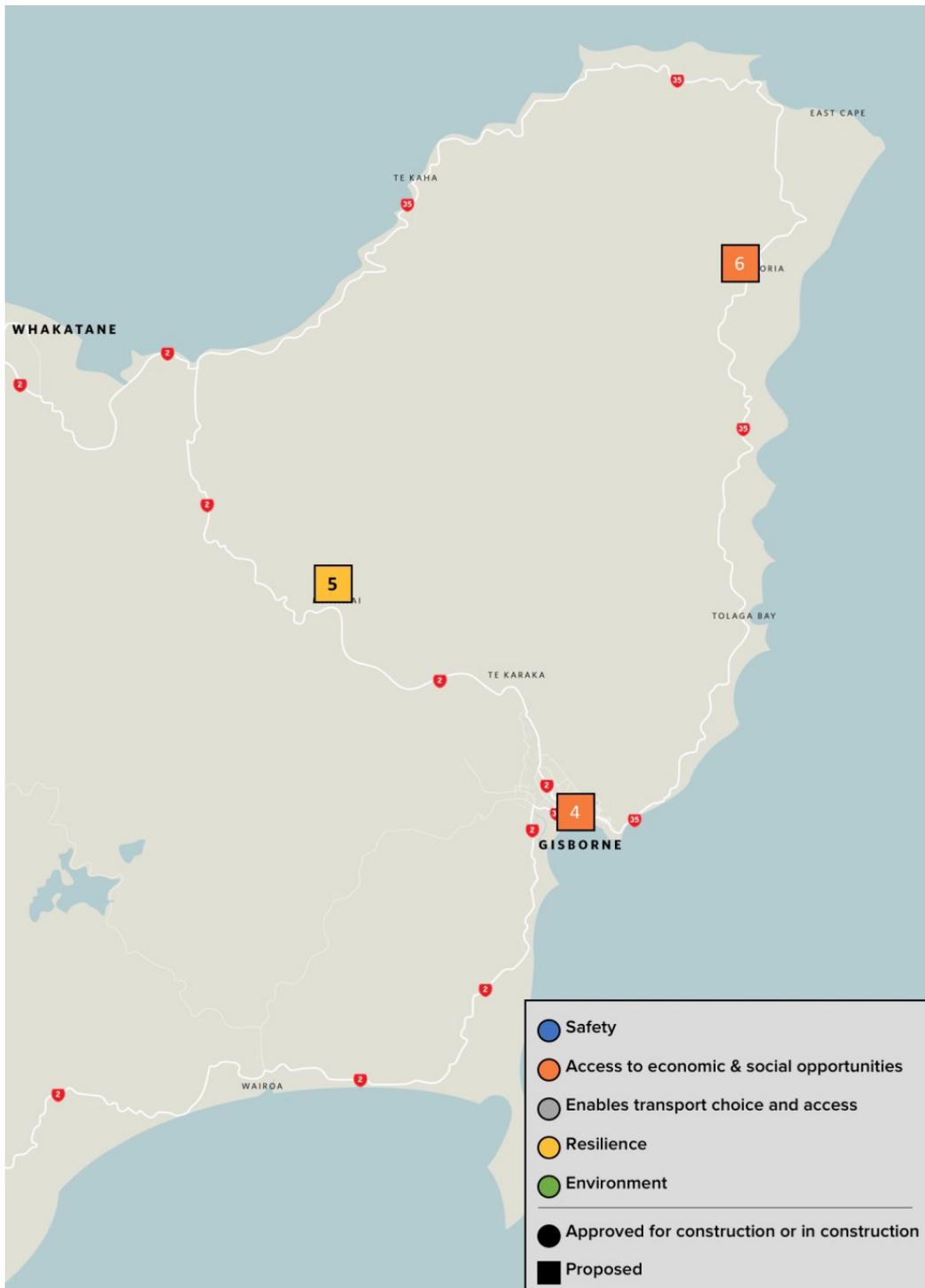
To improve access to economic and social opportunities, we are proposing to improve SH2 to facilitate freight and tourism growth from the Bay of Plenty through to Tairāwhiti and Hawkes Bay, through the SH2 Inter-Regional Connections project. This will also help improve the resilience of the local state highway network. Additionally, we will deliver the Integrated Transport Priority Plan project, which includes works to the corridor to improve freight efficiency and resilience in the face of unforeseen events.

RESILIENCE

A resilient transport system is one that actively manages the risks and vulnerabilities to disruptive events in an efficient and effective way. We will deliver safety and resilience improvements to SH2 between Opotiki and Gisborne via Waioeka Gorge. This stretch of road is vulnerable to slips, which may close the state highway and lead to detours, adding several hours to the journey.

SUPPORTING ACTIVITIES

The draft 2018-28 TAIP includes funding for low cost, low risk investments which target the Government's desired outcomes as set out in the draft GPS. Examples of such activity include improvements to isolated intersections, traffic calming measures, improvements to lighting to increase safety, and walking and cycling facilities.



INTERPRETING THE FOLLOWING TABLE

The table below outlines the activities proposed for development during the 2018-27 period, and includes the following categories (where applicable):

- **Committed state highway improvement activities:** Activities that have one or more project phases committed for delivery. For example, the preparation of a detailed business case or the implementation (construction) of the project.
- **Proposed state highway activities to be re-evaluated:** Activities which are in development but have been identified as requiring a re-evaluation to better align with the draft GPS. Once re-evaluated they will be reconsidered.
- **Proposed state highway improvements:** Activities which are new or are in an early phase of project development. These activities will continue to be developed and delivered subject to their alignment with the draft GPS priorities.
- **Walking and cycling:** Proposed activities being considered for funding from the Walking and Cycling Activity Class.
- **Public transport:** Proposed activities being considered for funding from the Public Transport Activity Class.

For each activity the table sets out:

- **Ref:** This corresponds to a location on the Regional Map, where applicable.
- **GPS Strategic Priority:** This is the GPS priority to which the project is most closely aligned.
- **Phase:** This sets out the project phases expected to take place within the period (PBC = Programme Business Case; DBC = Detailed Business Case; PI/I = Pre-implementation/Implementation; Pr = Property).
- **National Priority:** From 1 (highest) to 8 (lowest), as determined by the application of the Transport Agency Investment Assessment Framework (IAF).
- **Cost** - Total expected cost range of the proposed activity - \$ - <\$10m, \$\$ - <\$100m, \$\$\$ >\$100m.

PROPOSED STATE HIGHWAY PROGRAMME FOR GISBORNE REGION

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
COMMITTED STATE HIGHWAY IMPROVEMENT ACTIVITIES						
-	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$\$
-	Integrated Transport Priority Plan & Project Delivery	Access - Economic and Social Opportunities	DBC PI/I	I	5	\$\$
-	SH2 Inter-Regional Connections	Access - Resilience	PBC		6	\$
4	Eastland Port Access	Access - Economic and Social Opportunities	PI/I Pr		6	\$
5	SH2 Opotiki to Gisborne via Waioeka Gorge Safety Management and Resilience	Access - Resilience		DBC PI/I Pr	6	\$\$
6	SH35 Upgrade and connecting routes	Access - Economic and Social Opportunities	PBC		6	\$

HAWKE'S BAY

Within the region we are proposing to focus our efforts on achieving the Government's priorities of improving safety and resilience, to support regional economic development and make the network more resilient to weather events.

There are a number of opportunities within the region to deliver the new transport priorities set out in the draft Government Policy Statement on land transport (GPS) and ensure the transport system is not only efficient, resilient and sustainable, but also unlocks the opportunities that will keep New Zealand moving.

In particular, increased funding is available nationally for:

- expanding public transport networks, providing increased transport choice and supporting a shift from single-occupant vehicles
- local road investment (which can include improvements to walking and cycling facilities) to improve access, transport choice, safety and liveability within urban areas
- regional road improvements, which will help make regional routes safer and more resilient, particularly in relation to mitigating the impacts of climate change
- walking and cycling proposals, which will provide people with transport choice, support the creation of liveable cities, reduce emissions and improve public health outcomes

These opportunities will help deliver the Government's priorities in the following ways:

- **Safety.** Targeted local road and regional improvements will address high-risk sites on the network to increase vehicle safety, while improvements supporting walking and cycling will improve safety for people moving around, and between, urban centres on foot or by bike.
- **Access - for economic and social opportunities.** Improvements to roads local and regional roads will increase the reliability and efficiency of freight movement to key hubs and will support tourist journeys within the region. The delivery of regional cycling networks will also support tourism.
- **Access - enable transport choice and access.** Expanded public transport services will improve access to education, healthcare, employment and training opportunities. Improvements targeted toward walking and cycling will support uptake of active modes and provide increased transport choices.
- **Access - resilience.** Investment in local roads will improve overall network resilience, including the robustness of alternate routes. Regional road improvements will help mitigate the impacts of climate change including sea level rise.
- **Enabling better environmental outcomes.** Investment in public transport and walking and cycling support mode shift away from single occupancy vehicles, contributing to a reduction in pollution and emissions. Investment in regional road improvements will include enhanced storm water management and noise mitigation measures.
- **Value for money.** Value for money will be achieved by focusing on carrying out the right work at the right time for the best price.

The following table sets out the Transport Agency's indicative forecast of how the funding allocations indicated by the Government will affect investment in each activity class during 2018-21 compared to 2015-18, at a national level.

2015-18 AND 2018-21 GPS FUNDING RANGES

	2015-18 NLTP			2018-21 NLTP			CHANGE \$M			CHANGE %		
	LOWER	UPPER	FORECAST	LOWER	UPPER	MID-POINT	LOWER	UPPER	MID-POINT CF FORECAST	LOWER	UPPER	MID-POINT CF FORECAST
State highway improvements	3,150	4,350	3,733	3,000	3,850	3,425	-150	-500	-308	-5%	-11%	-8%
State highway maintenance	1,350	1,810	1,699	1,810	2,130	1,970	460	320	271	34%	18%	16%
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Public transport	865	1,215	1,031	1,280	1,780	1,530	415	565	499	48%	47%	48%
Rapid transit	-	-	-	850	2,100	1,475	850	2,100	1,475	n/a	n/a	n/a
Walking & cycling	46	167	143	150	360	255	104	193	112	226%	116%	78%
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Road safety & demand management	92	113	99	170	205	188	78	92	89	85%	81%	89%
Investment management	162	185	185	195	235	215	33	50	30	20%	27%	16%
Transitional rail	-	-	-	195	435	315	195	435	315	n/a	n/a	n/a
Road policing	855	975	970	980	1,110	1,045	125	135	75	15%	14%	8%

The following table provides local authorities with information about the types of activities the Transport Agency could potentially support with the increased funding available for some activity classes, together with the potential regional opportunities within each activity class.

ACTIVITY CLASS	TYPES OF ACTIVITY WE ARE LOOKING TO INVEST IN	POTENTIAL OPPORTUNITIES
Public transport	<ul style="list-style-type: none"> ▪ Maintaining and improving service levels and improving infrastructure ▪ New public transport services ▪ Co-funding operational costs 	<ul style="list-style-type: none"> ▪ Investigate potential for improved bus services within and between Napier and Hastings, and to surrounding townships
Walking and cycling improvements	<ul style="list-style-type: none"> ▪ Improving walking and cycling infrastructure ▪ Promoting active modes of transport 	<ul style="list-style-type: none"> ▪ Provide regional and urban cycle-way connectivity where there are opportunities to grow tourism and encourage modal shift
Regional improvements	<ul style="list-style-type: none"> ▪ Supporting regional economic development outside of major metropolitan areas 	<ul style="list-style-type: none"> ▪ Improvements to support economic development and tourism ▪ Driver licensing and education programmes to improve community access to education, employment and training opportunities ▪ Improve access to ports ▪ Support urban growth and development within the Napier/Hastings area ▪ Improve network resilience to deliver reliable journeys into the region from the north, west and south, and help adapt to climate change
Local road improvements	<ul style="list-style-type: none"> ▪ Improving existing local roads ▪ New local roads that improve capacity or service levels 	<ul style="list-style-type: none"> ▪ Develop and improve HPMV routes to support industry and economic development ▪ Strengthen the resilience of detour routes within Hawke's Bay ▪ Plan for appropriate transport access to urban growth and housing growth areas in and around the Napier / Hastings area
Local road maintenance	<ul style="list-style-type: none"> ▪ Maintaining, operating and renewing existing local road assets to sustain and improve service levels 	<ul style="list-style-type: none"> ▪ Investment to ensure that local roads maintain appropriate service levels for all modes of transport ▪ Support road controlling authorities to collaborate on procurement, management and implementation of maintenance activities, to ensure best practice and value for money
Road safety promotion and demand management	<ul style="list-style-type: none"> ▪ Improving road user behaviour 	<ul style="list-style-type: none"> ▪ Deliver cycle education in schools ▪ Promote cycling and walking ▪ Safety programme for local roads

<p>Transitional rail</p> <ul style="list-style-type: none"> ▪ Supporting urban and interregional rail services that improve access to housing and employment opportunities ▪ Supporting rail freight 	<ul style="list-style-type: none"> ▪ Support efficient movement of freight to Napier Port
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HOW WE WILL WORK TOGETHER

The Transport Agency will work with local government to help ensure full advantage is taken of all the opportunities presented by the new and increased funding indicated by the draft GPS. We are already working with Local Government New Zealand to determine how this can be best achieved.

Support from the Transport Agency is likely to include helping local authorities to understand the changes, explore ways to bring forward programmes, and think more broadly about transport requirements within the wider context of a mode-neutral transport system.

The draft GPS has proposed significant increases in funding available for locally delivered improvement programmes (including public transport, walking and cycling and local road/regional improvements).

Safety is a key priority for the government. We have developed new tools and a framework to help local government identify safety improvements to take up opportunities provided by the increases across various activity classes over the next three years. We will support local government to apply these tools to develop project proposals, particularly in relation to public transport, walking and cycling.

The Investment Assessment Framework (IAF) gives effect to the GPS. The Transport Agency uses the IAF to assess and prioritise activities seeking investment from the NLTP. The IAF ensures investment in land transport infrastructure and services delivers on the priorities and outcomes set out in the GPS. The draft IAF has also been redrafted to help local authorities understand how the Transport Agency assesses and prioritises projects and programmes.

NEXT STEPS

The next step is to get all planned projects and programmes into Regional Land Transport Plans (RLTPs) by 30 June 2018, so they can be considered for funding in the National Land Transport Programme (NLTP).

The NLTP must be adopted by 31 August 2018, and details the land transport initiatives and activities we will deliver with our partners over the next three years to create a safer, better connected and more resilient transport system to keep New Zealand moving.

We will keep working with local authorities into the future to develop and progress all opportunities for meeting the Government's priorities and achieve the outcomes sought for communities

INVESTMENT IN STATE HIGHWAYS

The new draft programme of investment in state highway network was developed by reviewing all projects in the August 2017 draft SHIP to align with the new Government's transport priorities within the draft GPS.

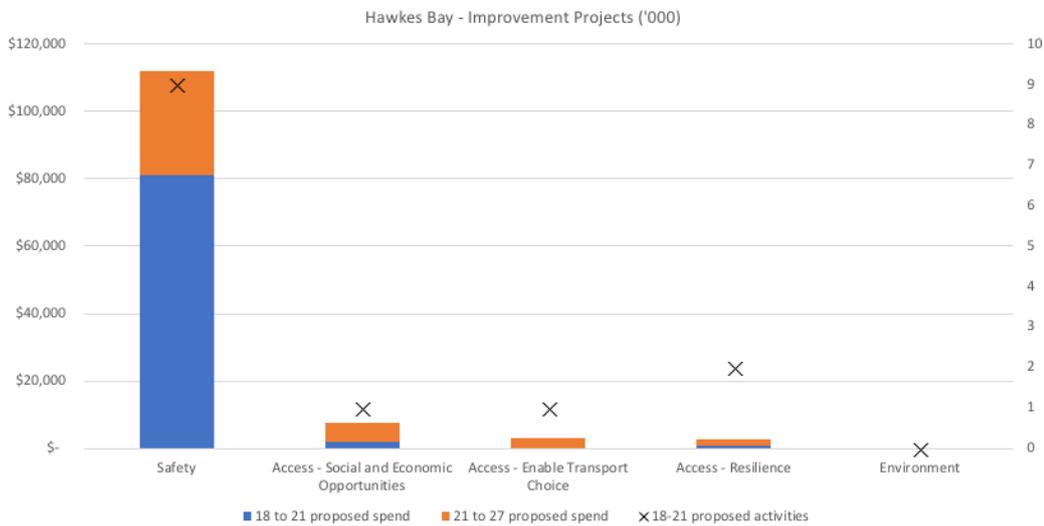
Activities that delivered on the new priorities were then included in the Transport Agency Investment Proposal (TAIP). Some projects will now be re-evaluated, looking at the whole transport system and considering what works can be undertaken, in particular to manage safety and resilience on that highway; others are unlikely to proceed.

All safety and resilience programmes were reviewed and new projects included where relevant that deliver on the Government's safety and resilience priorities.

All activities were then assessed using the draft Investment Assessment Framework (IAF) to meet the new direction within the GPS and then reviewed again to ensure the programme achieves the greatest outcomes for communities and delivers value for money.

The draft 2018-27 TAIP proposes a total investment of \$250m in the region to deliver Government priorities.

	2018-21	2018-27
Maintenance, operations and renewals	\$51m	\$125m
Improvements	\$84m	\$125m



SAFETY

Safety on our state highways is paramount. We want state highways that put people first and reduce risk through system-wide interventions to address unsafe behaviours, infrastructure, environments, and vehicles across all transport modes.

To help improve safety outcomes on the state highway within the Hawke's Bay region, we are proposing to undertake a number of safety improvement projects. These projects will improve safety for people traveling on the region's critical links, in particular between Palmerston North and Napier Port. These projects include:

- SH50 and SH50A (Hawke's Bay Expressway) safer corridor improvements and treatments
- SH5 Tarawera to SH2 safer corridor improvements
- SH2 Wairoa to SH5 Napier safety management

Our proposed investment will improve safety for all users through a programme of improving roads, roadsides and intersections, and ensuring safe and appropriate travel speeds.

ACCESS

Napier/Hastings will remain the key economic hub within the region. As the Hawke's Bay's economy is largely based around industries which rely on the transportation of product (i.e. manufacturing and primary industries), regional and inter-regional connections to enable efficient freight supply chains and economic growth are critical.

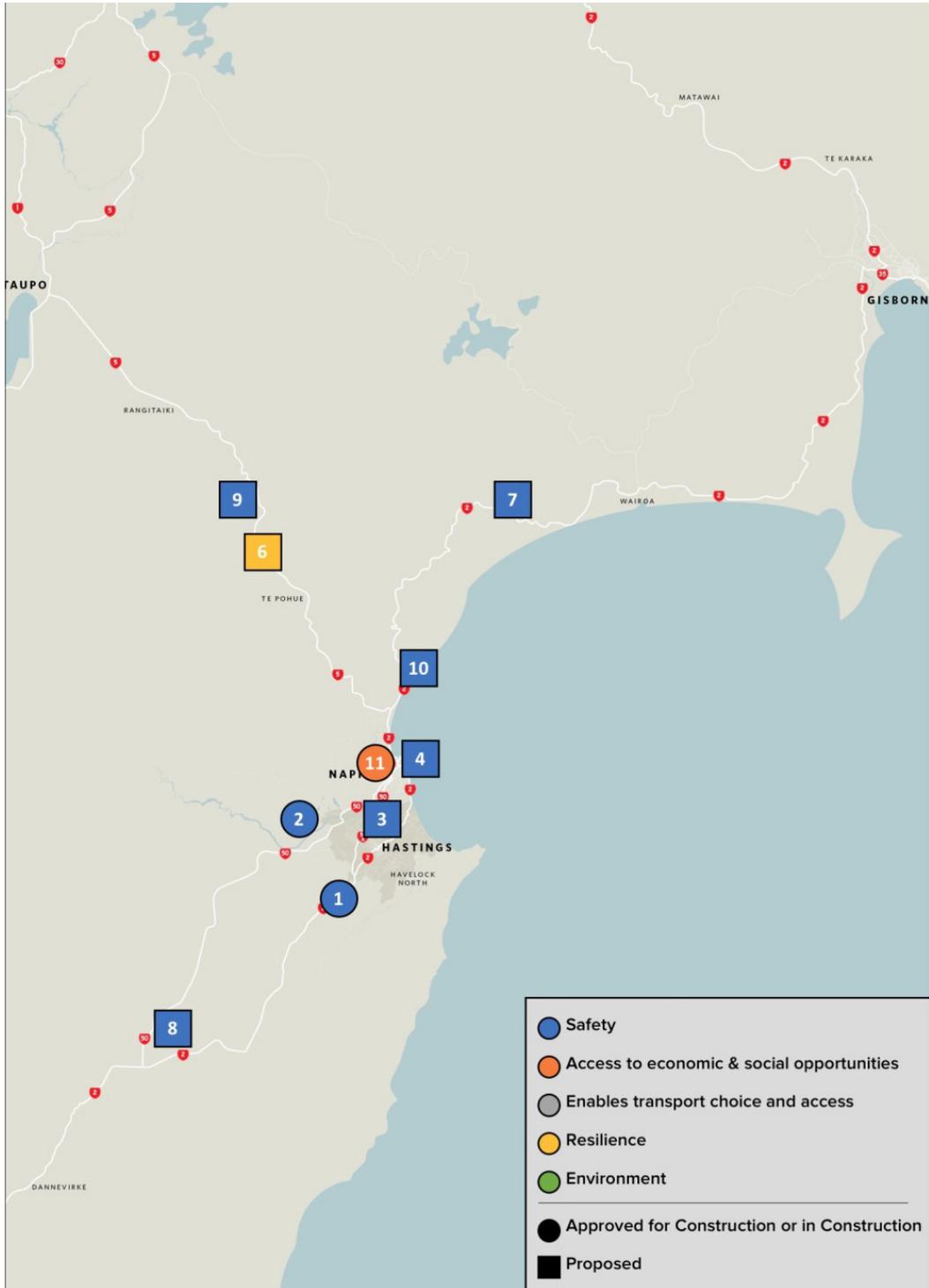
The region is served by both road and rail networks, with the Napier Port being a major export port in the Central North Island, forecast to see a 50% increase in combined imports/exports over the next 10 years. The region's freight volumes are also expected to increase by 50% over the next 25 years. After peak log harvesting is reached, long-term increases are mainly in the area of bulk products, general freight and horticulture. This is expected to further drive heavy vehicle growth.

We will work with partners to deliver the Prebensen Drive intersection improvement to enhance accessibility.

To improve transport choice, we will undertake a feasibility study for a Napier to Gisborne cycleway. This will also support tourism in the region. We will also work with our partners to develop a programme business case to investigate potential improvements to SH5 between Napier and Taupo. The focus for the business case will be achieving safety and resilience outcomes.

SUPPORTING ACTIVITIES

The draft 2018-28 TAIP includes funding for low cost, low risk investments which target the Government's desired outcomes as set out in the GPS. Examples of such activity include improvements to isolated intersections, traffic calming measures, improvements to lighting to increase safety, and walking and cycling facilities.



INTERPRETING THE FOLLOWING TABLE

The table below outlines the activities proposed for development during the 2018-27 period, and includes the following categories (where applicable):

- **Committed state highway improvement activities:** Activities that have one or more project phases committed for delivery. For example, the preparation of a detailed business case or the implementation (construction) of the project.
- **Proposed state highway activities to be re-evaluated:** Activities which are in development but have been identified as requiring a re-evaluation to better align with the draft GPS. Once re-evaluated they will be reconsidered.
- **Proposed state highway improvements:** Activities which are new or are in an early phase of project development. These activities will continue to be developed and delivered subject to their alignment with the draft GPS priorities.
- **Walking and cycling:** Proposed activities being considered for funding from the Walking and Cycling Activity Class.
- **Public transport:** Proposed activities being considered for funding from the Public Transport Activity Class.

For each activity the table sets out:

- **Ref:** This corresponds to a location on the Regional Map, where applicable.
- **GPS Strategic Priority:** This is the GPS priority to which the project is most closely aligned.
- **Phase:** This sets out the project phases expected to take place within the period (PBC = Programme Business Case; DBC = Detailed Business Case; PI/I = Pre-implementation/Implementation; Pr = Property).
- **National Priority:** From 1 (highest) to 8 (lowest), as determined by the application of the Transport Agency Investment Assessment Framework (IAF).
- **Cost** – Total expected cost range of the proposed activity - \$ - <\$10m, \$\$ - <\$100m, \$\$\$ >\$100m.

PROPOSED STATE HIGHWAY PROGRAMME FOR HAWKE'S BAY REGION

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST	
			2018-2021	2021-2028			
COMMITTED STATE HIGHWAY IMPROVEMENT ACTIVITIES							
1	SH2 Pakipaki to Waipukurau	Safety		I		\$\$	
2	Hawke's Bay Expressway Safety Treatments	Safety		I		\$	
11	Prebensen Drive Intersection	Access – Social and economic opportunities		I		\$	
PROPOSED STATE HIGHWAY IMPROVEMENTS							
3	SH50 and SH50A (HB Expressway) Safer Corridor	Safety		DBC PI/I Pr	1	\$\$	
4	Weigh Right Napier Port	Safety		I Pr	2	\$	
-	Low cost / low risk improvements 2018-21	All		PI/I	PI/I	3	\$\$
6	SH5 Napier to Taupo PBC	Access - Resilience		PBC	6	\$	
7	SH2 Wairoa to SH 5 Napier Safety Management	Safety		DBC PI/I Pr	6	\$	
8	SH2 Takapau to Hastings Safer Corridor	Safety		DBC PI/I Pr	6	\$\$	

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
10	SH2 Wairoa to Bay View Safety Improvements	Safety	I		6	\$
9	SH5 Tarawera to SH 2 Safer Corridor	Safety		DBC PI/1 Pr	4	\$
PROPOSED WALKING AND CYCLING ACTIVITIES						
-	Feasibility study for a Napier to Gisborne Cycleway	Access - Enable Transport Choice		DBC PI/1	6	\$

TARANAKI

Within the region we are proposing to focus our efforts on achieving the Government's priorities of improving safety and resilience, to support regional economic development and make the network more resilient to weather events.

There are a number of opportunities within the region to deliver the new transport priorities set out in the draft Government Policy Statement on land transport (GPS) and ensure the transport system is not only efficient, resilient and sustainable, but also unlocks the opportunities that will keep New Zealand moving.

In particular, increased funding is available nationally for:

- expanding public transport networks, providing increased transport choice and supporting a shift from single-occupant vehicles
- local road investment (which can include improvements to walking and cycling facilities) to improve access, transport choice, safety and liveability within urban areas
- regional road improvements, which will help make regional routes safer and more resilient, particularly in relation to mitigating the impacts of climate change
- walking and cycling proposals, which will provide people with transport choice, support the creation of liveable cities, reduce emissions and improve public health outcomes

These opportunities will help deliver the Government's priorities in the following ways:

- **Safety.** Targeted local road and regional improvements will address high-risk sites on the network to increase vehicle safety, while improvements supporting walking and cycling will improve safety for people moving around, and between, urban centres on foot or by bike.
- **Access - for economic and social opportunities.** Improvements to roads local and regional roads will increase the reliability and efficiency of freight movement to key hubs and will support tourist journeys within the region. The delivery of regional cycling networks will also support tourism.
- **Access - enable transport choice and access.** Expanded public transport services will improve access to education, healthcare, employment and training opportunities. Improvements targeted toward walking and cycling will support uptake of active modes and provide increased transport choices.
- **Access - resilience.** Investment in local roads will improve overall network resilience, including the robustness of alternate routes. Regional road improvements will help mitigate the impacts of climate change including sea level rise.
- **Enabling better environmental outcomes.** Investment in public transport and walking and cycling support mode shift away from single occupancy vehicles, contributing to a reduction in pollution and emissions. Investment in regional road improvements will include enhanced storm water management and noise mitigation measures.
- **Value for money.** Value for money will be achieved by focusing on carrying out the right work at the right time for the best price.

The following table sets out the Transport Agency's indicative forecast of how the funding allocations indicated by the Government will affect investment in each activity class during 2018-21 compared to 2015-18, at a national level.

2015-18 AND 2018-21 GPS FUNDING RANGES

	2015-18 NLTP			2018-21 NLTP			CHANGE \$M			CHANGE %		
	LOWER	UPPER	FORECAST	LOWER	UPPER	MID-POINT	LOWER	UPPER	MID-POINT CF FORECAST	LOWER	UPPER	MID-POINT CF FORECAST
	State highway improvements	3,150	4,350	3,733	3,000	3,850	3,425	-150	-500	-308	-5%	-11%
State highway maintenance	1,350	1,810	1,699	1,810	2,130	1,970	460	320	271	34%	18%	16%
Local road improvements	465	720	433	430	1,030	730	-35	310	297	-8%	43%	69%
Local road maintenance	1,230	1,815	1,766	1,800	2,120	1,960	570	305	194	46%	17%	11%
Public transport	865	1,215	1,031	1,280	1,780	1,530	415	565	499	48%	47%	48%
Rapid transit	-	-	-	850	2,100	1,475	850	2,100	1,475	n/a	n/a	n/a
Walking & cycling	46	167	143	150	360	255	104	193	112	226%	116%	78%
Regional improvements	180	270	201	200	530	365	20	260	164	11%	96%	82%
Road safety & demand management	92	113	99	170	205	188	78	92	89	85%	81%	89%
Investment management	162	185	185	195	235	215	33	50	30	20%	27%	16%
Transitional rail	-	-	-	195	435	315	195	435	315	n/a	n/a	n/a
Road policing	855	975	970	980	1,110	1,045	125	135	75	15%	14%	8%

The following table provides local authorities with information about the types of activities the Transport Agency could potentially support with the increased funding available for some activity classes, together with the potential regional opportunities within each activity class.

ACTIVITY CLASS	TYPES OF ACTIVITY WE ARE LOOKING TO INVEST IN	POTENTIAL OPPORTUNITIES
Public transport	<ul style="list-style-type: none"> ▪ Maintaining and improving service levels and improving infrastructure ▪ New public transport services ▪ Co-funding operational costs 	<ul style="list-style-type: none"> ▪ Investigate potential for improved bus services within New Plymouth and surrounding townships, to access employment and learning opportunities
Walking and cycling improvements	<ul style="list-style-type: none"> ▪ Improving walking and cycling infrastructure ▪ Promoting active modes of transport 	<ul style="list-style-type: none"> ▪ Support the development and delivery of walking and cycling networks ▪ Improve regional and urban cycle-ways where there are opportunities to encourage modal shift and grow tourism
Regional improvements	<ul style="list-style-type: none"> ▪ Supporting regional economic development outside of major metropolitan areas 	<ul style="list-style-type: none"> ▪ Improvements to support economic development and tourism ▪ Improve access to ports ▪ Improve regional connections to housing and essential health services ▪ Support urban growth and development ▪ Improve safety on high risk areas of the transport network ▪ Improve network resilience to deliver reliable journeys, and support options for adapting to climate change
Local road improvements	<ul style="list-style-type: none"> ▪ Improving existing local roads ▪ New local roads that improve capacity or service levels 	<ul style="list-style-type: none"> ▪ Develop and improve HPMV routes to support industry and economic development ▪ Support housing priority areas ▪ Improve safety on high risk areas of the transport network ▪ Plan for appropriate transport access to urban growth and housing growth areas. ▪ Improvements to strengthen the resilience of the transport network
Local road maintenance	<ul style="list-style-type: none"> ▪ Maintaining, operating and renewing existing local road assets to sustain and improve service levels 	<ul style="list-style-type: none"> ▪ Investment to ensure that local roads maintain appropriate service levels for all modes of transport ▪ Support road controlling authorities to collaborate on procurement, management and implementation of maintenance activities, to ensure best practice and value for money
Road safety promotion and demand management	<ul style="list-style-type: none"> ▪ Improving road user behaviour 	<ul style="list-style-type: none"> ▪ Deliver cycle education in schools ▪ Promote cycling and walking ▪ Safety programme for local roads

HOW WE WILL WORK TOGETHER

The Transport Agency will work with local government to help ensure full advantage is taken of all the opportunities presented by the new and increased funding indicated by the draft GPS. We are already working with Local Government New Zealand to determine how this can be best achieved.

Support from the Transport Agency is likely to include helping local authorities to understand the changes, explore ways to bring forward programmes, and think more broadly about transport requirements within the wider context of a mode-neutral transport system.

The draft GPS has proposed significant increases in funding available for locally delivered improvement programmes (including public transport, walking and cycling and local road/regional improvements).

Safety is a key priority for the government. We have developed new tools and a framework to help local government identify safety improvements to take up opportunities provided by the increases across various activity classes over the next three years. We will support local government to apply these tools to develop project proposals, particularly in relation to public transport, walking and cycling.

The Investment Assessment Framework (IAF) gives effect to the GPS. The Transport Agency uses the IAF to assess and prioritise activities seeking investment from the NLTP. The IAF ensures investment in land transport infrastructure and services delivers on the priorities and outcomes set out in the GPS. The draft IAF has also been redrafted to help local authorities understand how the Transport Agency assesses and prioritises projects and programmes.

NEXT STEPS

The next step is to get all planned projects and programmes into Regional Land Transport Plans (RLTPs) by 30 June 2018, so they can be considered for funding in the National Land Transport Programme (NLTP).

The NLTP must be adopted by 31 August 2018, and details the land transport initiatives and activities we will deliver with our partners over the next three years to create a safer, better connected and more resilient transport system to keep New Zealand moving.

We will keep working with local authorities into the future to develop and progress all opportunities for meeting the Government's priorities and achieve the outcomes sought for communities

INVESTMENT IN STATE HIGHWAYS

The new draft programme of investment in state highway network was developed by reviewing all projects in the August 2017 draft SHIP to align with the new Government's transport priorities within the draft GPS.

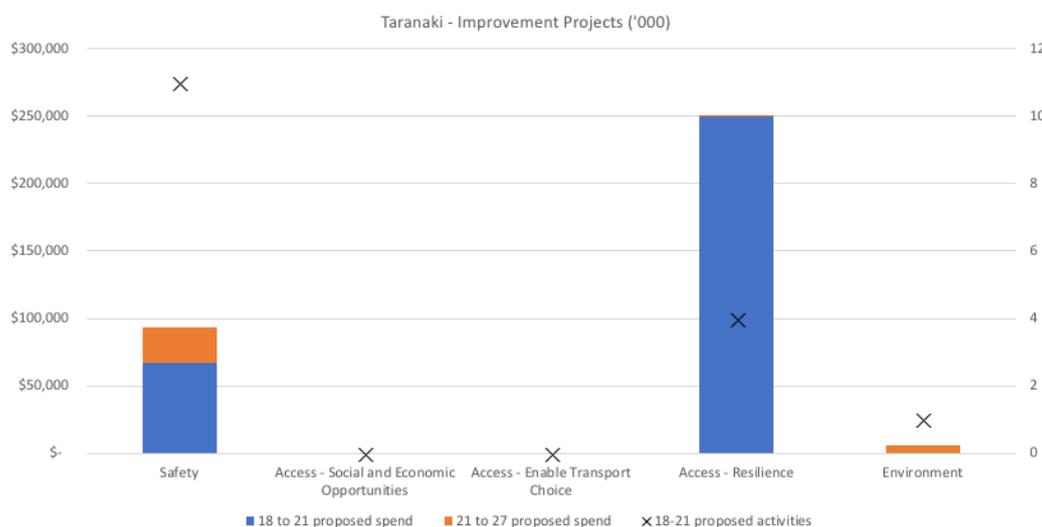
Activities that delivered on the new priorities were then included in the Transport Agency Investment Proposal (TAIP). Some projects will now be re-evaluated, looking at the whole transport system and considering what works can be undertaken, in particular to manage safety and resilience on that highway; others are unlikely to proceed.

All safety and resilience programmes were reviewed and new projects included where relevant that deliver on the Government’s safety and resilience priorities.

All activities were then assessed using the draft Investment Assessment Framework (IAF) to meet the new direction within the GPS and then reviewed again to ensure the programme achieves the greatest outcomes for communities and delivers value for money.

The draft 2018-27 TAIP proposes a total investment of \$504m in the region to deliver Government priorities.

	2018-21	2018-27
Maintenance, operations and renewals	\$60m	\$211m
Improvements	\$259m	\$293m



SAFETY

Significantly reducing the number of deaths and serious injuries on our roads is a key priority for the Government. We are investing in improvements to a number of sections of SH3 to combat the current high crash risk for users of the state highway network.

On SH3 Hawera to Whanganui, SH3 Waitara to Bell Block, and SH3 Epiha Road to Turangi Road we will be delivering safer corridor treatments such as median and side barriers, intersection improvements and speed management. We will also be converting intersections along SH3 at Princess Street, Mangati and Corbett Roads to a safer arrangement.

ACCESS

The state highways leading to and from Taranaki are well-used for the movement of goods, primarily focused on transporting raw and processed dairy products between the large Hawera processing plant and distribution centres in Palmerston North.

Optimising the local transport system within Taranaki is important to support the growth of the region. This will be supported by our ongoing improvements. We will keep working with partners to continue enhancing access within New Plymouth's transport system.

SH43 is an entry point for the region and needs to be brought up to the appropriate standard to provide a viable alternative route that is also a high-quality tourist route. Sealing and associated improvements along SH43, including the 12km unsealed section through the Tangarakau Gorge, are being considered for regional growth funding.

RESILIENCE

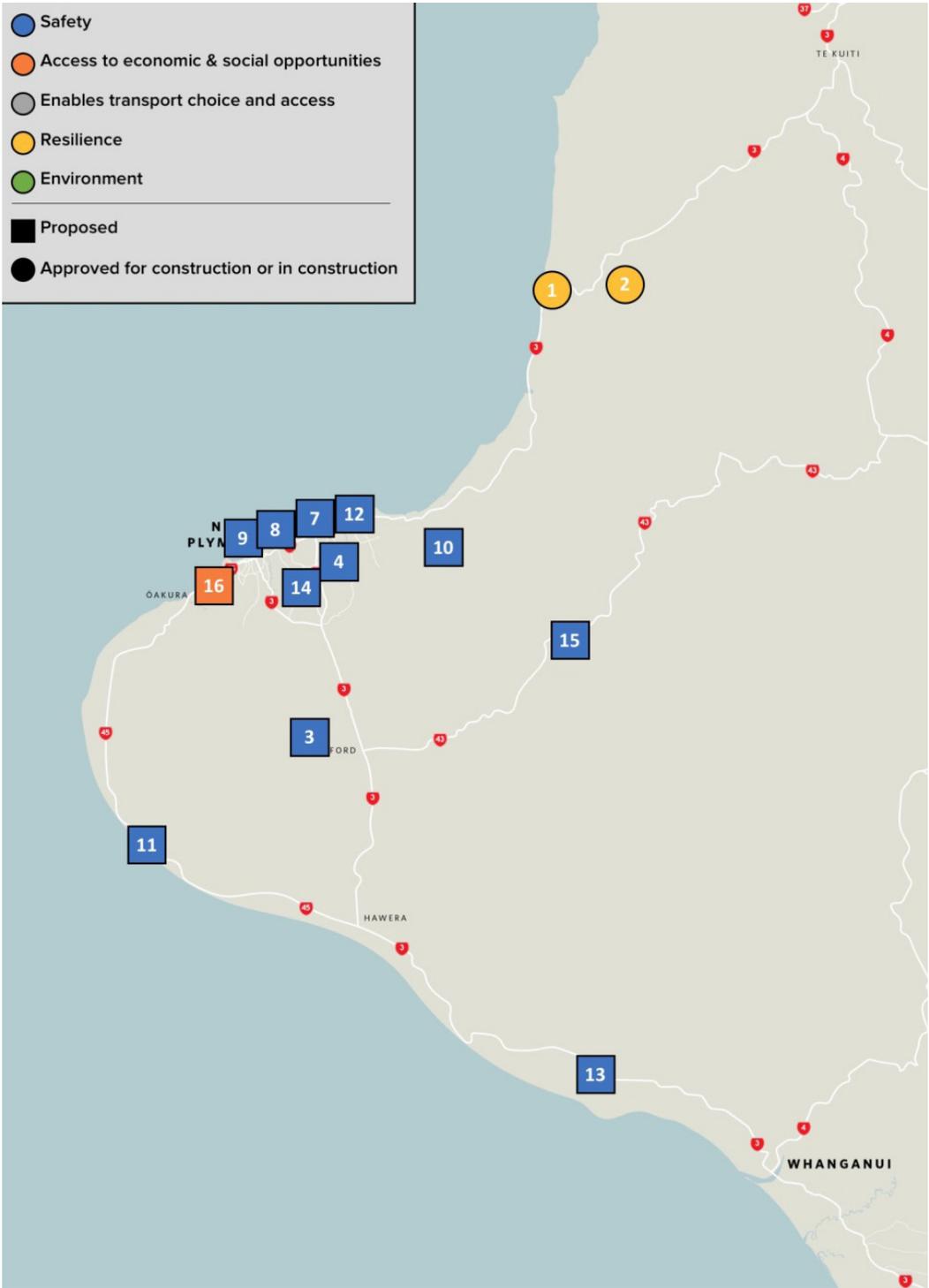
A resilient transport system is one that actively manages risks and vulnerabilities to disruptive events in an efficient and effective way. We need to ensure our state highways are resilient, and will invest in SH3 Awakino Gorge to Mt Messenger Corridor. This 58km section of SH3 is winding, narrow and runs through rough terrain. As Taranaki's main northern connection linking to the Waikato, the resilience of the route is important for the region.

ENABLING BETTER ENVIRONMENTAL OUTCOMES

While we comply with good environmental practice we recognise we have opportunities to do more to manage the adverse environmental effects of our state highway network. We are adapting our overarching programme of work to place a greater focus on the environment, and are accelerating our national programme to replace all state highway street lights with more cost effective LED lighting to save costs on power and maintenance.

SUPPORTING ACTIVITIES

The draft 2018-28 TAIP includes funding for low cost, low risk investments which target the Government's desired outcomes as set out in the draft GPS. Examples of such activity include improvements to isolated intersections, traffic calming measures, improvements to lighting to increase safety, and walking and cycling facilities.



INTERPRETING THE FOLLOWING TABLE

The table below outlines the activities proposed for development during the 2018-27 period, and includes the following categories (where applicable):

- **Committed state highway improvement activities:** Activities that have one or more project phases committed for delivery. For example, the preparation of a detailed business case or the implementation (construction) of the project.
- **Proposed state highway activities to be re-evaluated:** Activities which are in development but have been identified as requiring a re-evaluation to better align with the draft GPS. Once re-evaluated they will be reconsidered.
- **Proposed state highway improvements:** Activities which are new or are in an early phase of project development. These activities will continue to be developed and delivered subject to their alignment with the draft GPS priorities.
- **Walking and cycling:** Proposed activities being considered for funding from the Walking and Cycling Activity Class.
- **Public transport:** Proposed activities being considered for funding from the Public Transport Activity Class.

For each activity the table sets out:

- **Ref:** This corresponds to a location on the Regional Map, where applicable.
- **GPS Strategic Priority:** This is the GPS priority to which the project is most closely aligned.
- **Phase:** This sets out the project phases expected to take place within the period (PBC = Programme Business Case; DBC = Detailed Business Case; PI/I = Pre-implementation/Implementation; Pr = Property).
- **National Priority:** From 1 (highest) to 8 (lowest), as determined by the application of the Transport Agency Investment Assessment Framework (IAF).
- **Cost** - Total expected cost range of the proposed activity - \$ - <\$10m, \$\$ - <\$100m, \$\$\$ >\$100m.

PROPOSED STATE HIGHWAY PROGRAMME FOR TARANAKI REGION

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
COMMITTED STATE HIGHWAY IMPROVEMENT ACTIVITIES						
1	SH3 Mt Messenger Bypass	Access - Resilience	PI/I Pr			\$\$\$
2	SH3 Awakino Gorge to Mt Messenger Corridor	Access - Resilience	PI/I Pr			\$\$
PROPOSED STATE HIGHWAY IMPROVEMENTS						
3	SH3 Inglewood to Hawera Safer Corridor	Safety	DBC PI/I Pr		1	\$\$
3	SH3 Inglewood to Hawera Safer Corridor	Safety	DBC PI/I Pr		1	\$\$
4	SH3 Waitara to Bell Block Safer Corridor	Safety	DBC PI/I Pr		1	\$\$
-	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$\$
7	Mangati Rd/SH3 Intersection Improvement	Safety	DBC PI/I Pr		4	\$
8	SH3/Princess St Intersection Improvement	Safety	DBC PI/I Pr		4	\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
9	Corbett Road/SH3 Intersection Improvement	Safety	DBC PI/I Pr		5	\$
10	SH3 Urenui to Uruti Safety Management	Safety	DBC PI/I Pr		5	\$
16	Keeping New Plymouth moving and growing	Access - Social and Economic Opportunities	PBC		6	\$
11	SH45 New Plymouth to Hawera Safer Corridor	Safety		DBC PI/I Pr	1	\$
12	SH3 Epiha Rd to Turangi Rd Safer Corridor	Safety		DBC PI/I Pr	5	\$
13	SH3 Hawera to Whanganui Safer Corridor	Safety		DBC PI/I Pr	5	\$
14	SH3A Bell Block to Inglewood Safer Corridor	Safety		DBC PI/I Pr	5	\$
-	Noise Walls and Improvement Programme	Environment		PI/I	4	\$
15	SH43 Improvements safety and access	Safety		DBC PI/I Pr	6	\$

MANAWATŪ/WHANGANUI

Within the region we are proposing to focus our efforts on achieving the Government's priorities of improving safety and resilience, to support regional economic development and make the network more resilient to weather events.

There are a number of opportunities within the region to deliver the new transport priorities set out in the draft Government Policy Statement on land transport (GPS) and ensure the transport system is not only efficient, resilient and sustainable, but also unlocks the opportunities that will keep New Zealand moving.

In particular, increased funding is available nationally for:

- expanding public transport networks, providing increased transport choice and supporting a shift from single-occupant vehicles
- local road investment (which can include improvements to walking and cycling facilities) to improve access, transport choice, safety and liveability within urban areas
- regional road improvements, which will help make regional routes safer and more resilient, particularly in relation to mitigating the impacts of climate change
- walking and cycling proposals, which will provide people with transport choice, support the creation of liveable cities, reduce emissions and improve public health outcomes

These opportunities will help deliver the Government's priorities in the following ways:

- **Safety.** Targeted local road and regional improvements will address high-risk sites on the network to increase vehicle safety, while improvements supporting walking and cycling will improve safety for people moving around, and between, urban centres on foot or by bike.
- **Access - for economic and social opportunities.** Improvements to roads local and regional roads will increase the reliability and efficiency of freight movement to key hubs and will support tourist journeys within the region. The delivery of regional cycling networks will also support tourism.
- **Access - enable transport choice and access.** Expanded public transport services will improve access to education, healthcare, employment and training opportunities. Improvements targeted toward walking and cycling will support uptake of active modes and provide increased transport choices.
- **Access - resilience.** Investment in local roads will improve overall network resilience, including the robustness of alternate routes. Regional road improvements will help mitigate the impacts of climate change including sea level rise.
- **Enabling better environmental outcomes.** Investment in public transport and walking and cycling support mode shift away from single occupancy vehicles, contributing to a reduction in pollution and emissions. Investment in regional road improvements will include enhanced storm water management and noise mitigation measures.
- **Value for money.** Value for money will be achieved by focusing on carrying out the right work at the right time for the best price.

The following table sets out the Transport Agency's indicative forecast of how the funding allocations indicated by the Government will affect investment in each activity class during 2018-21 compared to 2015-18, at a national level.

2015-18 AND 2018-21 GPS FUNDING RANGES

	2015-18 NLTP			2018-21 NLTP			CHANGE \$M			CHANGE %		
	LOWER	UPPER	FORECAST	LOWER	UPPER	MID-POINT	LOWER	UPPER	MID-POINT CF FORECAST	LOWER	UPPER	MID-POINT CF FORECAST
State highway improvements	3,150	4,350	3,733	3,000	3,850	3,425	-150	-500	-308	-5%	-11%	-8%
State highway maintenance	1,350	1,810	1,699	1,810	2,130	1,970	460	320	271	34%	18%	16%
Local road improvements	465	720	433	430	1,030	730	-35	310	297	-8%	43%	69%
Local road maintenance	1,230	1,815	1,766	1,800	2,120	1,960	570	305	194	46%	17%	11%
Public transport	865	1,215	1,031	1,280	1,780	1,530	415	565	499	48%	47%	48%
Rapid transit	-	-	-	850	2,100	1,475	850	2,100	1,475	n/a	n/a	n/a
Walking & cycling	46	167	143	150	360	255	104	193	112	226%	116%	78%
Regional improvements	180	270	201	200	530	365	20	260	164	11%	96%	82%
Road safety & demand management	92	113	99	170	205	188	78	92	89	85%	81%	89%
Investment management	162	185	185	195	235	215	33	50	30	20%	27%	16%
Transitional rail	-	-	-	195	435	315	195	435	315	n/a	n/a	n/a
Road policing	855	975	970	980	1,110	1,045	125	135	75	15%	14%	8%

The following table provides local authorities with information about the types of activities the Transport Agency could potentially support with the increased funding available for some activity classes, together with the potential regional opportunities within each activity class.

ACTIVITY CLASS	TYPES OF ACTIVITY WE ARE LOOKING TO INVEST IN	POTENTIAL OPPORTUNITIES
Public transport	<ul style="list-style-type: none"> ▪ Maintaining and improving service levels and improving infrastructure ▪ New public transport services ▪ Co-funding operational costs 	<ul style="list-style-type: none"> ▪ Investigate potential for improved public transport services within Palmerston North and to surrounding townships
Walking and cycling improvements	<ul style="list-style-type: none"> ▪ Improving walking and cycling infrastructure ▪ Promoting active modes of transport 	<ul style="list-style-type: none"> ▪ Provide regional and urban cycle-way connectivity where there are opportunities to grow tourism and encourage modal shift ▪ Investigate pedestrian safety improvements in Palmerston North
Regional improvements	<ul style="list-style-type: none"> ▪ Supporting regional economic development outside of major metropolitan areas 	<ul style="list-style-type: none"> ▪ Improvements to support economic development and tourism ▪ Support development of Palmerston North as a distribution centre ▪ Support urban growth and development within Palmerston North ▪ Improve network resilience to deliver reliable connections into the region from the north, east, south and west ▪ Investigate options for adapting to climate change, including mitigating the impacts of sea level rise
Local road improvements	<ul style="list-style-type: none"> ▪ Improving existing local roads ▪ New local roads that improve capacity or service levels 	<ul style="list-style-type: none"> ▪ Develop and improve HPMV routes to support industry and economic development ▪ Strengthen the resilience of detour routes within Manawatu/Whanganui ▪ Plan for appropriate transport access to urban growth and housing growth areas in and around Palmerston North
Local road maintenance	<ul style="list-style-type: none"> ▪ Maintaining, operating and renewing existing local road assets to sustain and improve service levels 	<ul style="list-style-type: none"> ▪ Investment to ensure that local roads maintain appropriate service levels for all modes of transport ▪ Support road controlling authorities to collaborate on procurement, management and implementation of maintenance activities, to ensure best practice and value for money

Road safety promotion and demand management	<ul style="list-style-type: none"> Improving road user behaviour 	<ul style="list-style-type: none"> Deliver cycle education in schools Promote cycling and walking Safety programme for local roads
Transitional rail	<ul style="list-style-type: none"> Supporting urban and interregional rail services that improve access to housing and employment opportunities Supporting rail freight 	<ul style="list-style-type: none"> Investigate opportunities to support inter-regional public transport connections

HOW WE WILL WORK TOGETHER

The Transport Agency will work with local government to help ensure full advantage is taken of all the opportunities presented by the new and increased funding indicated by the draft GPS. We are already working with Local Government New Zealand to determine how this can be best achieved.

Support from the Transport Agency is likely to include helping local authorities to understand the changes, explore ways to bring forward programmes, and think more broadly about transport requirements within the wider context of a mode-neutral transport system.

The draft GPS has proposed significant increases in funding available for locally delivered improvement programmes (including public transport, walking and cycling and local road/regional improvements).

Safety is a key priority for the government. We have developed new tools and a framework to help local government identify safety improvements to take up opportunities provided by the increases across various activity classes over the next three years. We will support local government to apply these tools to develop project proposals, particularly in relation to public transport, walking and cycling.

The Investment Assessment Framework (IAF) gives effect to the GPS. The Transport Agency uses the IAF to assess and prioritise activities seeking investment from the NLTP. The IAF ensures investment in land transport infrastructure and services delivers on the priorities and outcomes set out in the GPS. The draft IAF has also been redrafted to help local authorities understand how the Transport Agency assesses and prioritises projects and programmes.

NEXT STEPS

The next step is to get all planned projects and programmes into Regional Land Transport Plans (RLTPs) by 30 June 2018, so they can be considered for funding in the National Land Transport Programme (NLTP).

The NLTP must be adopted by 31 August 2018, and details the land transport initiatives and activities we will deliver with our partners over the next three years to create a safer, better connected and more resilient transport system to keep New Zealand moving.

We will keep working with local authorities into the future to develop and progress all opportunities for meeting the Government's priorities and achieve the outcomes sought for communities

INVESTMENT IN STATE HIGHWAYS

The new draft programme of investment in state highway network was developed by reviewing all projects in the August 2017 draft SHIP to align with the new Government's transport priorities within the draft GPS.

The Manawatu Gorge project continues to be well aligned with Government priorities. We are proposing to significantly improve resilience with a new route, which will help ensure the region continues to be a transport hub for the Central North Island.

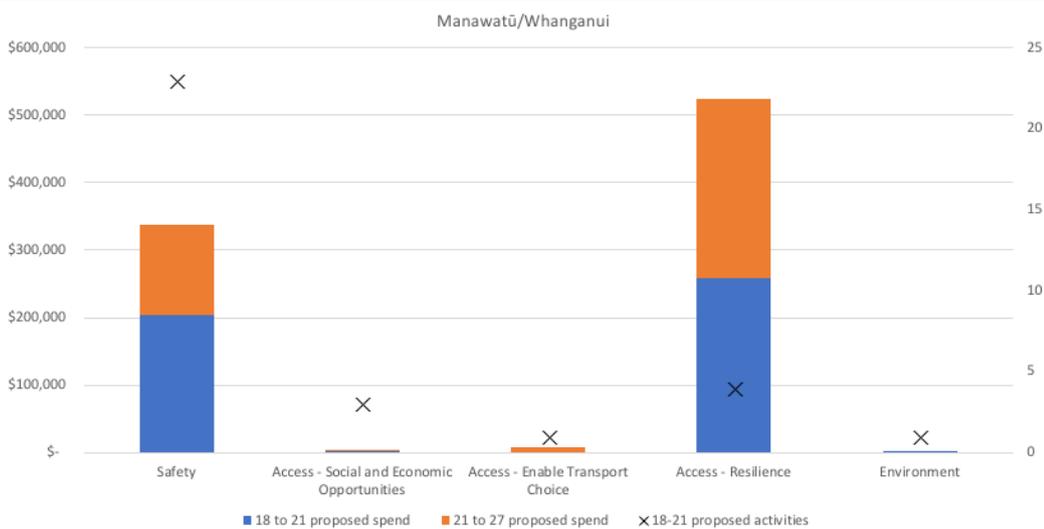
Other activities that deliver on the new priorities have also been included in the Transport Agency Investment Proposal (TAIP). Some existing projects will now be re-evaluated, looking at the whole transport system and considering what works can be undertaken, in particular to manage safety and resilience on that highway; others are unlikely to proceed.

All safety and resilience programmes were reviewed and new projects included where relevant that deliver on the Government's safety and resilience priorities.

All activities were then assessed using the draft Investment Assessment Framework (IAF) to meet the new direction within the GPS and then reviewed again to ensure the programme achieves the greatest outcomes for communities and delivers value for money.

The draft 2018-27 TAIP proposes a total of \$1,171m in the region to deliver Government priorities.

	2018-21	2018-27
Maintenance, operations and renewals	\$78m	\$294m
Improvements	\$463m	\$877m



SAFETY

Safety on our state highways is paramount. We want state highways that put people first and reduce risk through system-wide interventions to address unsafe behaviours, infrastructure, environments, and vehicles across all transport modes.

More than 20 safety initiatives are proposed within the region, targeting the highest risk state highway corridors. Examples include:

- SH1 Sanson to Paraparaumu Safe System Enhancements
- SH3 Palmerston North to Ashurst Safer Corridor
- SH57 Queen Street to Te Rohenga Road Safer Corridor

Safe linkages between the region and the rest of New Zealand are critical, particularly links to the south of the region and to the north of the regional border, between the Desert Road Summit and Taupo. Key inter-regional corridors are proposed to receive safety enhancements, including SH1 Waiouru to Bulls.

The SH1 Otaki to North of Levin improvement project is currently scoped to focus on reducing travel times. The corridor is an area of significant safety concern, and we are committed to improved safety outcomes in this corridor. The improvement project for this corridor will be re-evaluated to better align with the Government's new priorities, with a particular focus on improving safety.

ACCESS

The Manawatū/Whanganui region is located at the centre of five road networks, connecting Hawke's Bay, Wellington, Taranaki and other parts of the region. Our focus on improving access in the region is targeted to resilience and improving access to economic and social opportunities.

Anticipated population and economic growth in the Palmerston North - Manawatū area, coupled with increasing pressure on the region's rural roading network, is affecting freight efficiency. The increasing pressure is partly due to increased forest harvesting and agricultural use, and potential increases in tourism traffic. A number of proposed projects - such as Accessing Central New Zealand SH3/54 Kairanga Bunnythorpe and Accessing Central New Zealand SH3 Napier Road - will provide greater access to economic and social opportunities in the Central North Island.

Secondary strategic links in the transport system are beginning to play an increasing role as east/west links and alternative routes for tourism/economic development purposes, which in turn are bringing safety and access challenges.

We are proposing a number of targeted improvements as well as wider studies to understand the future issues in and around accessing Palmerston North. Examples include:

- Palmerston North Integrated Transport Improvements
- Manawatū River Bridge SH3 Ashurst Cycle/Walkwa

RESILIENCE

The region's strength lies in its strategic location. It is served by four major state highway routes and four rail lines, and has road and rail access to ports across the North Island. These factors have been integral to development of Palmerston North as the major distribution and logistics hub servicing Lower North Island supply chains. Reflecting of its national distribution function, only 26% of freight movements are within the Manawatū/Whanganui region.

Integrated land use and transport planning to produce a more resilient network, and to provide a more structured roading hierarchy to accommodate anticipated future freight growth, is a priority. We propose to make a step change in the level of resilience with a new route for the Manawatū Gorge, where significant slips have affected the economic and social wellbeing of the region. Other resilience improvements proposed include the Whirokino Trestle, Manawatū River Bridge Replacement, and the SH1 Waiouru to Bulls Safety and Resilience project.

ENABLING BETTER ENVIRONMENTAL OUTCOMES

While we comply with good environmental practice we recognise that we have opportunities to do more to manage the adverse environmental effects of our state highway network. We are adapting our programme to place a greater focus on the environment, and have also included in the draft 2018-27 TAIP:

- accelerating our national programme to replace all state highway street lights with more cost effective LED lighting to save costs on power and maintenance
- new stock effluent disposal facilities
- improvements to tourist facilities along SH1, SH2 and SH4

SUPPORTING ACTIVITIES

The draft 2018-28 TAIP includes funding for low cost, low risk investments which target the Government's desired outcomes as set out in the draft GPS. Examples of such activity include improvements to isolated intersections, traffic calming measures, improvements to lighting to increase safety, and walking and cycling facilities.



INTERPRETING THE FOLLOWING TABLE

The table below outlines the activities proposed for development during the 2018-27 period, and includes the following categories (where applicable):

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- **Proposed state highway activities to be re-evaluated:** Activities which are in development but have been identified as requiring a re-evaluation to better align with the draft GPS. Once re-evaluated they will be reconsidered.
- **Proposed state highway improvements:** Activities which are new or are in an early phase of project development. These activities will continue to be developed and delivered subject to their alignment with the draft GPS priorities.
- **Walking and cycling:** Proposed activities being considered for funding from the Walking and Cycling Activity Class.
- **Public transport:** Proposed activities being considered for funding from the Public Transport Activity Class.

For each activity the table sets out:

- **Ref:** This corresponds to a location on the Regional Map, where applicable.
- **GPS Strategic Priority:** This is the GPS priority to which the project is most closely aligned.
- **Phase:** This sets out the project phases expected to take place within the period (PBC = Programme Business Case; DBC = Detailed Business Case; PI/I = Pre-implementation/Implementation; Pr = Property).
- **National Priority:** From 1 (highest) to 8 (lowest), as determined by the application of the Transport Agency Investment Assessment Framework (IAF).
- **Cost** - Total expected cost range of the proposed activity - \$ - <\$10m, \$\$ - <\$100m, \$\$\$ >\$100m.

PROPOSED STATE HIGHWAY PROGRAMME FOR MANAWATŪ/WHANGANUI REGION

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
COMMITTED STATE HIGHWAY IMPROVEMENT ACTIVITIES						
1	Whirokino Trestle and Manawatū River Bridge Replacement	Access - Resilience	I			\$\$
2	SH57: SH1 to Shannon Safety Improvements	Safety	I			\$
PROPOSED STATE HIGHWAY IMPROVEMENTS TO BE RE-EVALUATED						
31	SH1 Otaki to Levin re-evaluation	Safety	DBC		6	\$\$\$
PROPOSED STATE HIGHWAY IMPROVEMENTS						
3	Manawatū Gorge	Access - Resilience	DBC PI/I Pr	I	1	\$\$\$
4	SH3 Palmerston North to Ashhurst Safer Corridor	Safety	DBC PI/I Pr		1	\$\$
5	SH57 Queen St to Te Rohenga Rd Safer Corridor	Safety	DBC PI/I Pr		1	\$\$
6	SH2 Piripiri to Tataramoa Safer Corridor	Safety	DBC PI/I Pr		1	\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
7	SH57 Hewlitts Rd to Fitzherbert Safer Corridor	Safety	DBC PI/I Pr		1	\$
-	Stock Effluent Disposal	Environment	PI/I	I	2	\$
9	Weigh Right Ohakea	Safety	I Pr		2	\$
-	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$\$
11	SH1N/SH56 Intersection Improvement	Safety	DBC PI/I Pr		3	\$
12	Accessing Central New Zealand SH3 Napier Road	Access - Social and Economic Opportunities	I		4	\$\$
13	Accessing Central New Zealand SH3/54 Kairanga Bunnythorpe	Access - Social and Economic Opportunities	I	I	4	\$\$
-	Accessing Central New Zealand business case	Access - Social and Economic Opportunities	DBC	PI/I Pr	4	\$\$
14	SH3/Roberts Line South Intersection Improvement	Safety	DBC PI/I Pr		4	\$
15	SH54/Kairanga Bunnythorpe Rd Intersection Improvement	Safety	DBC PI/I Pr		4	\$
16	Kairanga Bunnythorpe Rd/SH3 Intersection Improvement	Safety	DBC PI/I Pr		5	\$\$
17	SH57 Kimberley Rd to Queen St Safer Corridor	Safety	DBC PI/I Pr		5	\$
18	SH57/Queen St East Intersection Improvement	Safety	DBC PI/I Pr		5	\$
19	SH4 Tohunga Junction to Whanganui Safety Improvements	Access - Resilience		DBC PI/I Pr	6	\$
20	SH1 Sanson to Paraparaumu Safe System Enhancements	Safety		DBC PI/I Pr	1	\$
21	SH56 Makerua (SH57) to Palmerston North Safer Corridor and Resilience	Safety		DBC PI/I Pr	4	\$
-	Palmerston North Integrated Transport Improvements	Access - Social and Economic Opportunities	DBC PI	I	5	\$
23	SH1 Waiouru to Bulls Safety and Resilience improvements	Safety		DBC PI/I Pr	5	\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
24	SH3 and SH1N Whanganui to Palmerston North Safer Corridor	Safety		DBC PI/I Pr	5	\$
25	SH54 Feilding to SH3 Palmerston North Safer Corridor	Safety		DBC PI/I Pr	5	\$
26	SH57 Tokomaru to Hewlitts Rd Safer Corridor	Safety		DBC PI/I Pr	5	\$
27	SH2 Woodville to Masterton Safety Management	Safety		DBC PI/I Pr	7	\$
28	SH57 Poison Hill Dr to Aokautere Safer Corridor	Safety		DBC PI/I Pr	6	\$
29	SH57 Te Rohenga Rd to Shannon Safer Corridor	Safety		DBC PI/I Pr	6	\$
PROPOSED WALKING AND CYCLING ACTIVITIES						
30	Manawatū River Bridge SH3 Ashhurst Cycle/walkway	Access - Enable Transport Choice		I	6	\$

WELLINGTON

Within the region we are proposing to focus our efforts on achieving the Government's priorities of improving safety and resilience, to support regional economic development and make the network more resilient to weather events.

There are a number of opportunities within the region to deliver the new transport priorities set out in the draft Government Policy Statement on land transport (GPS) and ensure the transport system is not only efficient, resilient and sustainable, but also unlocks the opportunities that will keep New Zealand moving.

In particular, increased funding is available nationally for:

- expanding public transport networks, providing increased transport choice and supporting a shift from single-occupant vehicles
- local road investment (which can include improvements to walking and cycling facilities) to improve access, transport choice, safety and liveability within urban areas
- regional road improvements, which will help make regional routes safer and more resilient, particularly in relation to mitigating the impacts of climate change
- walking and cycling proposals, which will provide people with transport choice, support the creation of liveable cities, reduce emissions and improve public health outcomes

These opportunities will help deliver the Government's priorities in the following ways:

- **Safety.** Targeted local road and regional improvements will address high-risk sites on the network to increase vehicle safety, while improvements supporting walking and cycling will improve safety for people moving around, and between, urban centres on foot or by bike.
- **Access - for economic and social opportunities.** Improvements to roads local and regional roads will increase the reliability and efficiency of freight movement to key hubs and will support tourist journeys within the region. The delivery of regional cycling networks will also support tourism.
- **Access - enable transport choice and access.** Expanded public transport services will improve access to education, healthcare, employment and training opportunities. Improvements targeted toward walking and cycling will support uptake of active modes and provide increased transport choices.
- **Access - resilience.** Investment in local roads will improve overall network resilience, including the robustness of alternate routes. Regional road improvements will help mitigate the impacts of climate change including sea level rise.
- **Enabling better environmental outcomes.** Investment in public transport and walking and cycling support mode shift away from single occupancy vehicles, contributing to a reduction in pollution and emissions. Investment in regional road improvements will include enhanced storm water management and noise mitigation measures.
- **Value for money.** Value for money will be achieved by focusing on carrying out the right work at the right time for the best price.

The following table sets out the Transport Agency's indicative forecast of how the funding allocations indicated by the Government will affect investment in each activity class during 2018-21 compared to 2015-18, at a national level.

2015-18 AND 2018-21 GPS FUNDING RANGES

	2015-18 NLTP			2018-21 NLTP			CHANGE \$M			CHANGE %		
	LOWER	UPPER	FORECAST	LOWER	UPPER	MID-POINT	LOWER	UPPER	MID-POINT CF FORECAST	LOWER	UPPER	MID-POINT CF FORECAST
State highway improvements	3,150	4,350	3,733	3,000	3,850	3,425	-150	-500	-308	-5%	-11%	-8%
State highway maintenance	1,350	1,810	1,699	1,810	2,130	1,970	460	320	271	34%	18%	16%
Local road improvements	465	720	433	430	1,030	730	-35	310	297	-8%	43%	69%
Local road maintenance	1,230	1,815	1,766	1,800	2,120	1,960	570	305	194	46%	17%	11%
Public transport	865	1,215	1,031	1,280	1,780	1,530	415	565	499	48%	47%	48%
Rapid transit	-	-	-	850	2,100	1,475	850	2,100	1,475	n/a	n/a	n/a
Walking & cycling	46	167	143	150	360	255	104	193	112	226%	116%	78%
Regional improvements	180	270	201	200	530	365	20	260	164	11%	96%	82%
Road safety & demand management	92	113	99	170	205	188	78	92	89	85%	81%	89%
Investment management	162	185	185	195	235	215	33	50	30	20%	27%	16%
Transitional rail	-	-	-	195	435	315	195	435	315	n/a	n/a	n/a
Road policing	855	975	970	980	1,110	1,045	125	135	75	15%	14%	8%

The following table provides local authorities with information about the types of activities the Transport Agency could potentially support with the increased funding available for some activity classes, together with the potential regional opportunities within each activity class.

ACTIVITY CLASS	TYPES OF ACTIVITY WE ARE LOOKING TO INVEST IN	POTENTIAL OPPORTUNITIES
Public transport	<ul style="list-style-type: none"> ▪ Maintaining and improving service levels and improving infrastructure ▪ New public transport services ▪ Co-funding operational costs 	<ul style="list-style-type: none"> ▪ Continue to invest in public transport services across the region ▪ Improve connections between rail services, bus services, walkways and cycleways, in support of the Let's Get Wellington Moving initiative, to improve transport choices and access for customers, and to promote active modes of transport ▪ Develop mobility hubs, such as bus hubs and rail 'park and ride', to continue to increase rail and bus patronage ▪ Support significant improvement to Wellington regional bus fleet including the introduction of electric double decker buses and new low emission Euro VI and Euro V buses ▪ Support the implementation of new Wellington bus network
Walking and cycling improvements	<ul style="list-style-type: none"> ▪ Improving walking and cycling infrastructure ▪ Promoting active modes of transport 	<ul style="list-style-type: none"> ▪ Support the development and delivery of walking and cycling networks in Wellington, the Hutt Valley, Kapiti and Porirua ▪ Improve pedestrian facilities in support of Let's Get Wellington Moving
Local road improvements	<ul style="list-style-type: none"> ▪ Improving existing local roads ▪ New local roads that improve capacity or service levels 	<ul style="list-style-type: none"> ▪ Local road improvements to strengthen the resilience of Wellington's regional transport network
Local road maintenance	<ul style="list-style-type: none"> ▪ Maintaining, operating and renewing existing local road assets to sustain and improve service levels 	<ul style="list-style-type: none"> ▪ Increase investment to ensure that local roads maintain service levels for all modes
Road safety promotion and demand management	<ul style="list-style-type: none"> ▪ Improving road user behaviour 	<ul style="list-style-type: none"> ▪ Deliver cycle education in schools ▪ Investigate demand management options identified by Let's Get Wellington Moving
Rapid transit	<ul style="list-style-type: none"> ▪ New rapid transit improvements 	<ul style="list-style-type: none"> ▪ Investigate a potential rapid transit system for Wellington City
Transitional rail	<ul style="list-style-type: none"> ▪ Supporting urban and interregional rail services that improve access to housing and employment opportunities ▪ Supporting rail freight 	<ul style="list-style-type: none"> ▪ Invest in improvements to Wellington Metro Rail regional infrastructure to provide greater reliability and capacity ▪ Accelerate investigation in increasing capacity and services

HOW WE WILL WORK TOGETHER

The Transport Agency will work with local government to help ensure full advantage is taken of all the opportunities presented by the new and increased funding indicated by the draft GPS. We are already working with Local Government New Zealand to determine how this can be best achieved.

Support from the Transport Agency is likely to include helping local authorities to understand the changes, explore ways to bring forward programmes, and think more broadly about transport requirements within the wider context of a mode-neutral transport system.

The draft GPS has proposed significant increases in funding available for locally delivered improvement programmes (including public transport, walking and cycling and local road/regional improvements).

Safety is a key priority for the government. We have developed new tools and a framework to help local government identify safety improvements to take up opportunities provided by the increases across various activity classes over the next three years. We will support local government to apply these tools to develop project proposals, particularly in relation to public transport, walking and cycling.

The Investment Assessment Framework (IAF) gives effect to the GPS. The Transport Agency uses the IAF to assess and prioritise activities seeking investment from the NLTP. The IAF ensures investment in land transport infrastructure and services delivers on the priorities and outcomes set out in the GPS. The draft IAF has also been redrafted to help local authorities understand how the Transport Agency assesses and prioritises projects and programmes.

NEXT STEPS

The next step is to get all planned projects and programmes into Regional Land Transport Plans (RLTPs) by 30 June 2018, so they can be considered for funding in the National Land Transport Programme (NLTP).

The NLTP must be adopted by 31 August 2018, and details the land transport initiatives and activities we will deliver with our partners over the next three years to create a safer, better connected and more resilient transport system to keep New Zealand moving.

We will keep working with local authorities into the future to develop and progress all opportunities for meeting the Government's priorities and achieve the outcomes sought for communities

INVESTMENT IN STATE HIGHWAYS

The new draft programme of investment in state highway network was developed by reviewing all projects in the August 2017 draft SHIP to align with the new Government's transport priorities within the draft GPS.

Activities that delivered on the new priorities were then included in the Transport Agency Investment Proposal (TAIP). Some projects will now be re-evaluated, looking at the whole transport system and considering what works can be undertaken, in particular to manage safety and resilience on that highway; others are unlikely to proceed.

All safety and resilience programmes were reviewed and new projects included where relevant that deliver on the Government's safety and resilience priorities.

All activities were then assessed using the draft Investment Assessment Framework (IAF) to meet the new direction within the GPS and then reviewed again to ensure the programme achieves the greatest outcomes for communities and delivers value for money.

The draft 2018-27 TAIP proposes a total investment of \$3,081m in the region to deliver Government priorities.

	2018-21	2018-27
Maintenance, operations and renewals	\$143m	\$470m
Improvements	\$1,056m	\$2,611m



SAFETY

The Government is seeking a stronger focus on investing in safety improvements on high-risk state highways. Accordingly, we are proposing to invest in speed management and primary safe system treatments to significantly reduce the number of deaths and injuries that occur on state highways within the region.

As the primary link from Wellington, connecting the rural towns of the Wairarapa, SH2 has a poor road safety record. A number of projects aim to improve safety for people using SH2, including:

- Treatments such as median barriers separating opposite lanes of traffic on SH2 between Featherston and Upper Hutt
- A combination of safer corridor treatments to reduce motorcycle accidents on SH2 between Wellington and Upper Hutt
- Treatments such as median and side barriers, intersection improvements, and speed management on SH2 from Featherston to Masterton

We will also invest in a Weigh Right programme, replace the weigh at Plimmerton, and undertake a programme to support a behaviour change and reduce heavy vehicle overloading, improving road safety and long-term road maintenance.

ACCESS

Access for economic and social opportunities

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

We are proposing to progress the Let's Get Wellington Moving project with partners to continue improving access to economic and social opportunities. We will also work with our partners to further investigate and deliver the best transport solutions for Wellington's transport system.

Enable transport choice and access

Wellington has one of the highest public transport and active mode usage rates in New Zealand. Our proposed Let's Get Wellington Moving public transport and walking and cycling projects will improve transport choices and access for customers. Delivery of these projects will take place in the near future.

RESILIENCE

When access to the transport system is disrupted it creates social and economic impacts. We want to ensure our state highway network is resilient when a high impact, low probability event occurs. We will focus on providing greater resilience when re-evaluating the proposed Petone to Grenada Link. This link will address the isolation people in parts of Wellington and the Hutt Valley face in severe weather events and earthquakes, and when sea levels rise.

The Ngauranga to Petone Walking and Cycling Link will enhance transport choices and significantly improve the of resilience Wellington's transport system with construction of the seawall.

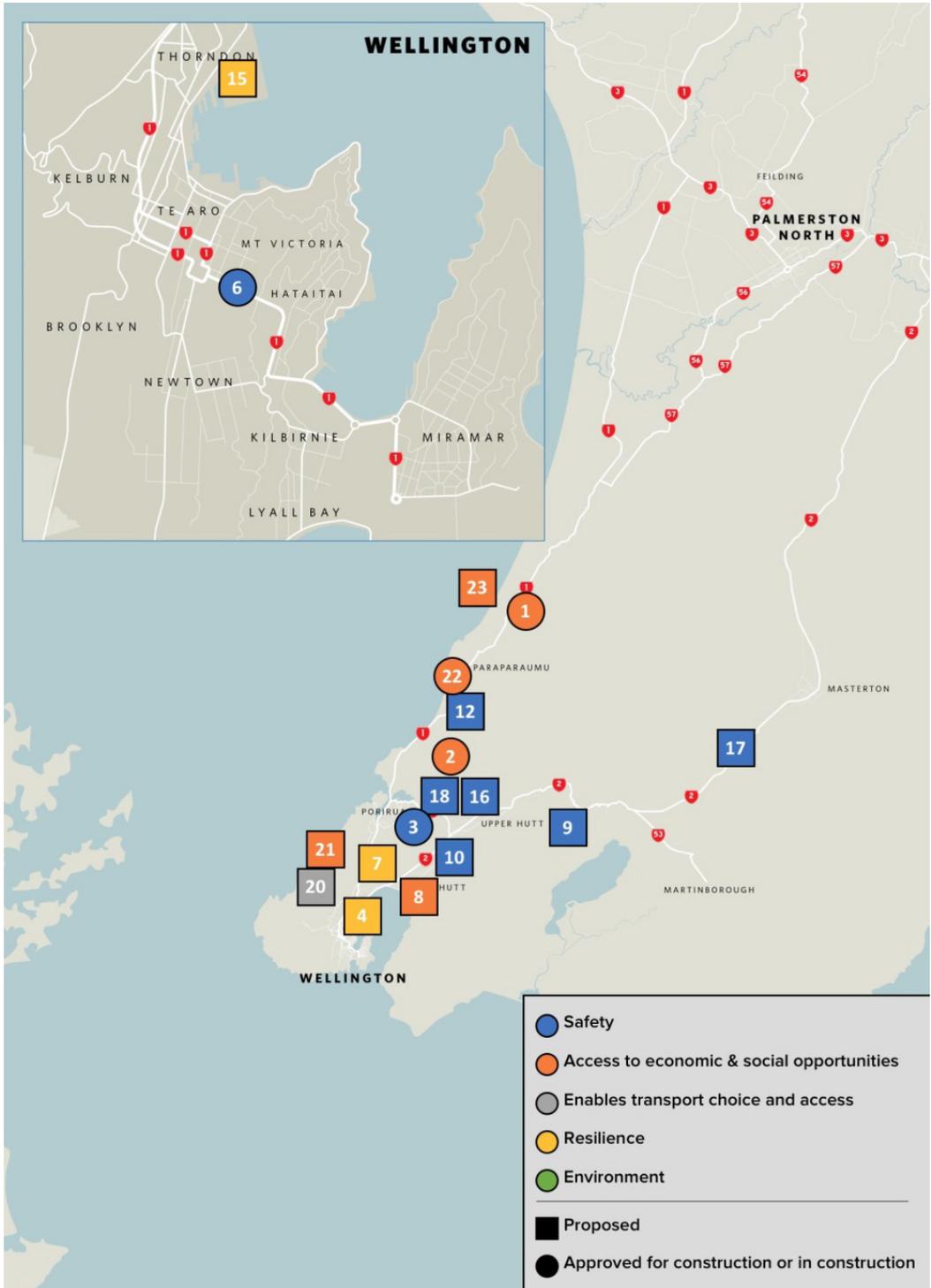
We will invest in improving access to the CentrePort in Wellington, which is particularly important as it is a key enabler to recovery after a high-impact event. SH2 Melling Efficiency and Safety Improvements will be re-evaluated to ensure they fully combine outcomes for transport, flood protection and urban renewal.

ENABLING BETTER ENVIRONMENTAL OUTCOMES

While we comply with good environmental practice we recognise that we have opportunities to do more to manage the adverse environmental effects of our state highway network. We are adapting our programme to place a greater focus on the environment, and are accelerating our national programme to replace all state highway street lights with more cost effective LED lighting to save costs on power and maintenance.

SUPPORTING ACTIVITIES

The draft 2018–28 TAIP includes funding for low cost, low risk investments which target the Government's desired outcomes as set out in the draft GPS. Examples of such activity include improvements to isolated intersections, traffic calming measures, improvements to lighting to increase safety, and walking and cycling facilities.



INTERPRETING THE FOLLOWING TABLE

The table below outlines the activities proposed for development during the 2018-27 period, and includes the following categories (where applicable):

- **Committed state highway improvement activities:** Activities that have one or more project phases committed for delivery. For example, the preparation of a detailed business case or the implementation (construction) of the project.
- **Proposed state highway activities to be re-evaluated:** Activities which are in development but have been identified as requiring a re-evaluation to better align with the draft GPS. Once re-evaluated they will be reconsidered.
- **Proposed state highway improvements:** Activities which are new or are in an early phase of project development. These activities will continue to be developed and delivered subject to their alignment with the draft GPS priorities.
- **Walking and cycling:** Proposed activities being considered for funding from the Walking and Cycling Activity Class.
- **Public transport:** Proposed activities being considered for funding from the Public Transport Activity Class.

For each activity the table sets out:

- **Ref:** This corresponds to a location on the Regional Map, where applicable.
- **GPS Strategic Priority:** This is the GPS priority to which the project is most closely aligned.
- **Phase:** This sets out the project phases expected to take place within the period (PBC = Programme Business Case; DBC = Detailed Business Case; PI/I = Pre-implementation/Implementation; Pr = Property).
- **National Priority:** From 1 (highest) to 8 (lowest), as determined by the application of the Transport Agency Investment Assessment Framework (IAF).
- **Cost** - Total expected cost range of the proposed activity - \$ - <\$10m, \$\$ - <\$100m, \$\$\$ >\$100m.

PROPOSED STATE HIGHWAY PROGRAMME FOR WELLINGTON REGION

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		

COMMITTED STATE HIGHWAY IMPROVEMENT ACTIVITIES

1	SH1 Peka Peka to Otaki Expressway	Access - Social and Economic Opportunities	I			\$\$\$
2	Transmission Gully	Access - Social and Economic Opportunities	I Pr	I		\$\$\$
3	SH58 Safety Improvements	Safety	I			\$\$
-	Wellington Expressway - Programme Management	Access - Social and Economic Opportunities	PI	PI		\$\$
22	SH1 Mackays to Peka Peka Expressway	Access - Social and Economic Opportunities	I			\$\$
6	Mt Victoria Tunnel - Safety Improvements	Safety	I			\$

PROPOSED STATE HIGHWAY IMPROVEMENTS TO BE RE-EVALUATED

7	SH1/SH2 Petone to Grenada Link Road	Access - Resilience	DBC PI/I Pr	PI/I Pr	6	\$\$\$
8	SH2 Melling Efficiency and Safety Improvements	Access - Social and Economic Opportunities	DBC		4	\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
PROPOSED STATE HIGHWAY IMPROVEMENTS						
9	SH2 Featherston to Upper Hutt Safe System Enhancement and Resilience	Safety	DBC PI/I Pr		1	\$\$
10	SH2 Wellington to Upper Hutt Safer Corridor	Safety	DBC PI/I Pr		1	\$\$
-	Active Road User Corridor Programme - Wellington Safer Corridor	Safety	DBC PI/I Pr		1	\$
12	Weigh Right MacKay	Safety	I		2	\$\$
-	Low cost / low risk improvements 2018-21	All	PI	PI	3	\$\$
-	ITS Improvement Programme	Access - Social and Economic Opportunities	DBC PI/I		4	\$\$
15	Resilient Port Access	Access - Resilience	DBC PI/I Pr		5	\$\$
-	Let's Get Wellington Moving	Access - Social and Economic Opportunities	DBC PI	PI/I Pr	5	\$\$\$
16	SH2/Whakatiki St intersection improvement	Safety	DBC PI/I Pr		5	\$
4	Ngauranga to Petone Resilience and Walking and Cycling Link	Access - Resilience	PI/I	I	5	\$\$
17	SH2 Featherston to Masterton Safe System Enhancement	Safety	DBC PI/I Pr		1	\$\$
18	SH58 Porirua to SH2 Upper Hutt Safe System Enhancement	Safety	DBC PI/I Pr		1	\$
-	LED Replacement Programme	Environment	PI/I		2	\$
20	SH1 Tawa through CBD - Interim Optimisation Measures	Access - Social and Economic Opportunities	PI/I		4	\$\$
-	Noise Walls and Improvement Programme	Environment	PI/I		4	\$\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		

PROPOSED WALKING AND CYCLING ACTIVITIES

23	SH1 Ngauranga Gorge Cycling improvements	Access - Enable Transport Choice		I	5	\$
-	Let's Get Wellington Moving	Access - Enable Transport Choice	DBC PI		5	\$\$\$

PROPOSED PUBLIC TRANSPORT ACTIVITIES

-	Let's Get Wellington Moving	Access - Enable Transport Choice	DBC PI		5	\$\$\$
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TOP OF THE SOUTH – TASMAN, NELSON, AND MARLBOROUGH

Within the region we are proposing to focus our efforts on achieving the Government’s priorities of improving safety and resilience, to support regional economic development and make the network more resilient to weather events.

There are a number of opportunities within the region to deliver the new transport priorities set out in the draft Government Policy Statement on land transport (GPS) and ensure the transport system is not only efficient, resilient and sustainable, but also unlocks the opportunities that will keep New Zealand moving.

In particular, increased funding is available nationally for:

- expanding public transport networks, providing increased transport choice and supporting a shift from single-occupant vehicles
- local road investment (which can include improvements to walking and cycling facilities) to improve access, transport choice, safety and liveability within urban areas
- regional road improvements, which will help make regional routes safer and more resilient, particularly in relation to mitigating the impacts of climate change
- walking and cycling proposals, which will provide people with transport choice, support the creation of liveable cities, reduce emissions and improve public health outcomes

These opportunities will help deliver the Government’s priorities in the following ways:

- **Safety.** Targeted local road and regional improvements will address high-risk sites on the network to increase vehicle safety, while improvements supporting walking and cycling will improve safety for people moving around, and between, urban centres on foot or by bike.
- **Access - for economic and social opportunities.** Improvements to roads local and regional roads will increase the reliability and efficiency of freight movement to key hubs and will support tourist journeys within the region. The delivery of regional cycling networks will also support tourism.
- **Access - enable transport choice and access.** Expanded public transport services will improve access to education, healthcare, employment and training opportunities. Improvements targeted toward walking and cycling will support uptake of active modes and provide increased transport choices.
- **Access - resilience.** Investment in local roads will improve overall network resilience, including the robustness of alternate routes. Regional road improvements will help mitigate the impacts of climate change including sea level rise.
- **Enabling better environmental outcomes.** Investment in public transport and walking and cycling support mode shift away from single occupancy vehicles, contributing to a reduction in pollution and emissions. Investment in regional road improvements will include enhanced storm water management and noise mitigation measures.
- **Value for money.** Value for money will be achieved by focusing on carrying out the right work at the right time for the best price.

The following table sets out the Transport Agency’s indicative forecast of how the funding allocations indicated by the Government will affect investment in each activity class during 2018-21 compared to 2015-18, at a national level.

2015-18 AND 2018-21 GPS FUNDING RANGES

	2015-18 NLTP			2018-21 NLTP			CHANGE \$M			CHANGE %		
	LOWER	UPPER	FORECAST	LOWER	UPPER	MID-POINT	LOWER	UPPER	MID-POINT CF FORECAST	LOWER	UPPER	MID-POINT CF FORECAST
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Road policing	855	975	970	980	1,110	1,045	125	135	75	15%	14%	8%

The following table provides local authorities with information about the types of activities the Transport Agency could potentially support with the increased funding available for some activity classes, together with the potential regional opportunities within each activity class.

ACTIVITY CLASS	TYPES OF ACTIVITY WE ARE LOOKING TO INVEST IN	POTENTIAL OPPORTUNITIES
Public transport	<ul style="list-style-type: none"> ▪ Maintaining and improving service levels and improving infrastructure ▪ New public transport services ▪ Co-funding operational costs 	<ul style="list-style-type: none"> ▪ Enhance the promotion of public transport services ▪ Investigate opportunities to improve the public transport network, services and infrastructure in Nelson, Richmond and Blenheim ▪ Investigate potential for improved bus services to townships
Walking and cycling improvements	<ul style="list-style-type: none"> ▪ Improving walking and cycling infrastructure ▪ Promoting active modes of transport 	<ul style="list-style-type: none"> ▪ Provide regional and urban cycle-way connectivity where there are opportunities to grow tourism and encourage modal shift ▪ Prepare for technological advancements that have the potential to increase mode choice
Regional improvements	<ul style="list-style-type: none"> ▪ Supporting regional economic development outside of major metropolitan areas 	<ul style="list-style-type: none"> ▪ Improvements to support economic development and tourism ▪ Investigate and improve heavy goods vehicle access to Nelson Port ▪ Investigate access improvements through Blenheim and Picton ▪ Plan for appropriate transport access to housing growth areas ▪ Investigate options for adapting to climate change, including mitigating the impacts of sea level rise
Local road improvements	<ul style="list-style-type: none"> ▪ Improving existing local roads ▪ New local roads that improve capacity or service levels 	<ul style="list-style-type: none"> ▪ Develop local roading network to ensure safety and accessibility for all modes ▪ Plan and maintain arterials for increasing regional growth ▪ Improve safety on high risk areas of the transport network
Local road maintenance	<ul style="list-style-type: none"> ▪ Maintaining, operating and renewing existing local road assets to sustain and improve service levels 	<ul style="list-style-type: none"> ▪ Investment to ensure that local roads maintain appropriate service levels for all modes of transport
Road safety promotion and demand management	<ul style="list-style-type: none"> ▪ Improving road user behaviour 	<ul style="list-style-type: none"> ▪ Deliver cycle education in schools ▪ Promote cycling and walking ▪ Safety programme for local roads

HOW WE WILL WORK TOGETHER

The Transport Agency will work with local government to help ensure full advantage is taken of all the opportunities presented by the new and increased funding indicated by the draft GPS. We are already working with Local Government New Zealand to determine how this can be best achieved.

Support from the Transport Agency is likely to include helping local authorities to understand the changes, explore ways to bring forward programmes, and think more broadly about transport requirements within the wider context of a mode-neutral transport system.

The draft GPS has proposed significant increases in funding available for locally delivered improvement programmes (including public transport, walking and cycling and local road/regional improvements).

Safety is a key priority for the government. We have developed new tools and a framework to help local government identify safety improvements to take up opportunities provided by the increases across various activity classes over the next three years. We will support local government to apply these tools to develop project proposals, particularly in relation to public transport, walking and cycling.

The Investment Assessment Framework (IAF) gives effect to the GPS. The Transport Agency uses the IAF to assess and prioritise activities seeking investment from the NLTP. The IAF ensures investment in land transport infrastructure and services delivers on the priorities and outcomes set out in the GPS. The draft IAF has also been redrafted to help local authorities understand how the Transport Agency assesses and prioritises projects and programmes.

NEXT STEPS

The next step is to get all planned projects and programmes into Regional Land Transport Plans (RLTPs) by 30 June 2018, so they can be considered for funding in the National Land Transport Programme (NLTP).

The NLTP must be adopted by 31 August 2018, and details the land transport initiatives and activities we will deliver with our partners over the next three years to create a safer, better connected and more resilient transport system to keep New Zealand moving.

We will keep working with local authorities into the future to develop and progress all opportunities for meeting the Government's priorities and achieve the outcomes sought for communities

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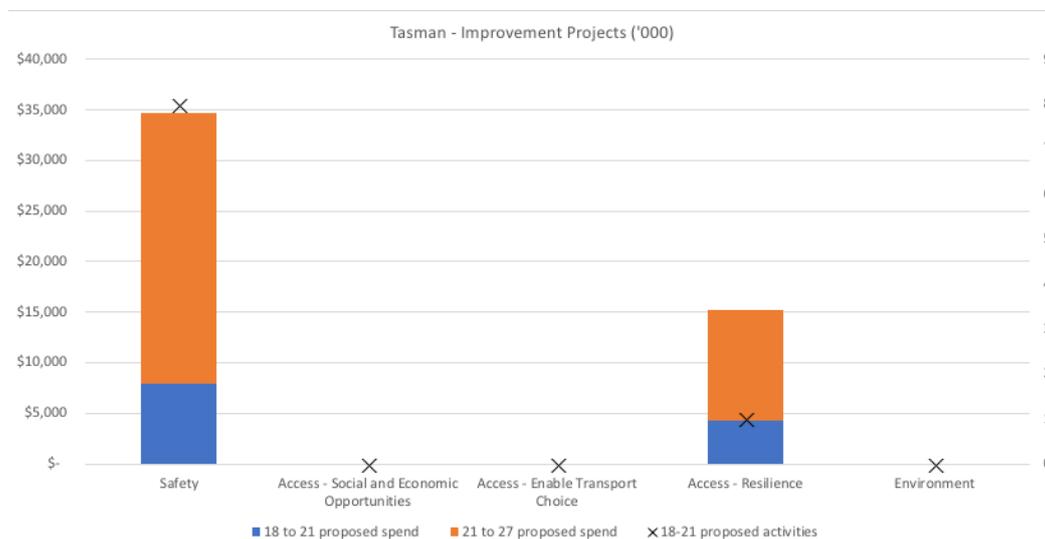
Activities that delivered on the new priorities were then included in the Transport Agency Investment Proposal (TAIP). Some projects will now be re-evaluated, looking at the whole transport system and considering what works can be undertaken, in particular to manage safety and resilience on that highway; others are unlikely to proceed.

All safety and resilience programmes were reviewed and new projects included where relevant that deliver on the Government's safety and resilience priorities.

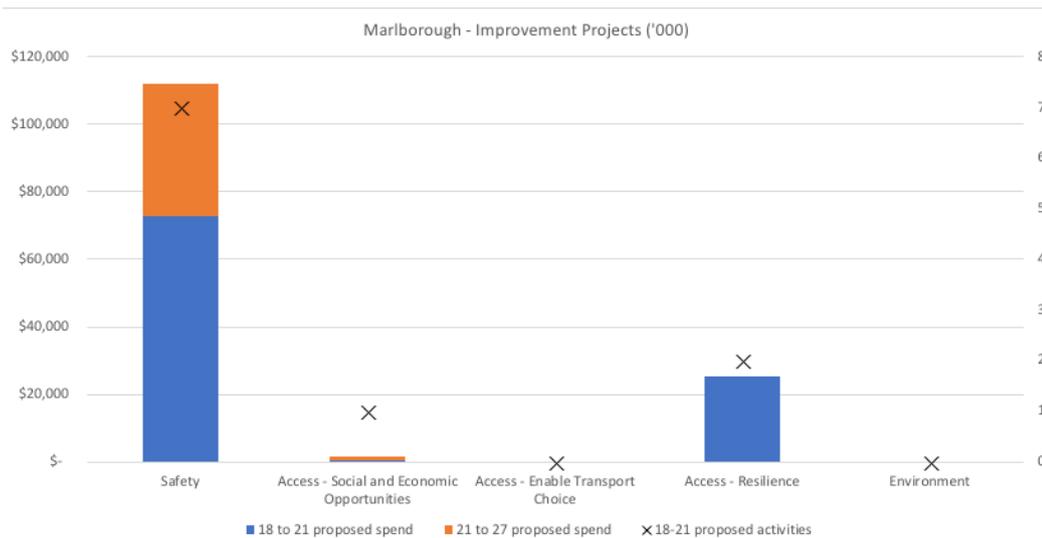
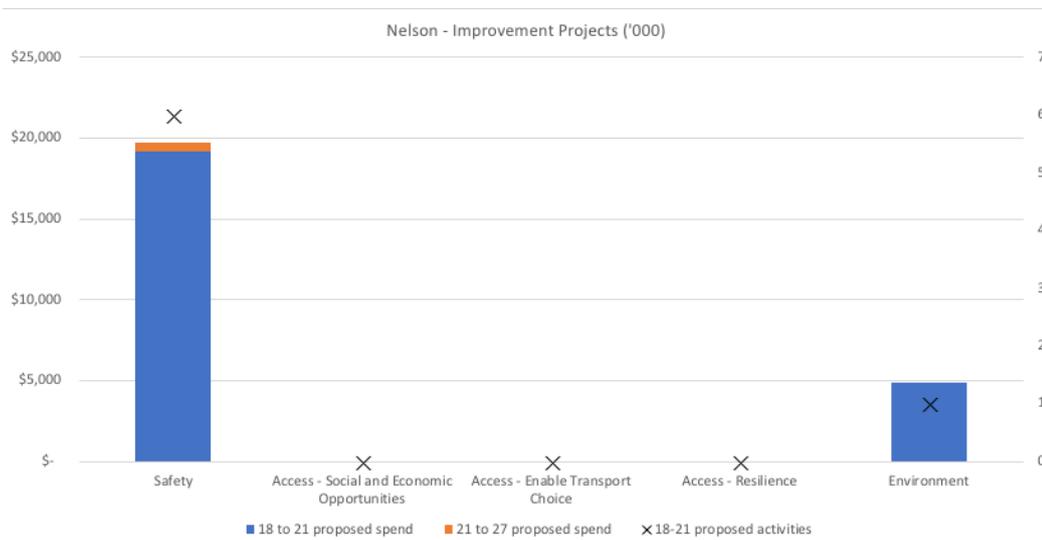
All activities were then assessed using the draft Investment Assessment Framework (IAF) to meet the new direction within the GPS and then reviewed again to ensure the programme achieves the greatest outcomes for communities and delivers value for money.

The draft 2018-27 TAIIP proposes a total investment of \$493m in the region to deliver Government priorities.

	2018-21	2018-27
Maintenance, operations and renewals		
Tasman	\$21m	\$74m
Nelson	\$23m	\$80m
Marlborough	\$32m	\$127m
Improvements		
Tasman	\$12m	\$49m
Nelson	\$24m	\$24m
Marlborough	\$98m	\$139m



The Top of the South encompasses the Tasman, Nelson and Marlborough regions. The economies and communities of these three regions are highly dependent on each other for their economic and social wellbeing. Within the region we are proposing to primarily focus our efforts towards the Governments priority of safety by making the state highway network safer.



SAFETY

Safety on our state highways is paramount. We want state highways that put people first and reduce risk through system-wide interventions to address unsafe behaviours, infrastructure, environments, and vehicles across all transport modes.

SH1 Picton is a national route providing critical inter-island connections through the port for freight, holiday makers, and tourists alike. The route has been reinstated after extensive damage from the 2016 Kaikoura earthquake. The route is winding with hills, is vulnerable to natural events, and has sections with a high crash risk that are rated 'KiwiRAP 2-star', which is below the 4-star target for a national highway. To improve the safety of this route, we will undertake safe system enhancement projects between Picton and Kaikoura over the next 10 years.

To improve safety outcomes on SH6/62/1 between Nelson and Picton, we are proposing to undertake a number of safety improvements. This regional route is winding with gradients, and has sections with a high crash risk that are rated 'KiwiRAP 2-star', which is below the 3-star target. Additional safe system enhancements will be completed between Nelson and Richmond on SH6. These interventions will significantly improve safety outcomes as well as access between growth areas.

Our proposed investment will improve safety for all users through a programme of improving roads, roadsides and intersections and ensuring safe and appropriate travel speeds.

Examples of our safety improvement activities include:

- SH6 Rocks Rd Off-road Shared Pathway
- Intersection improvements to SH6/63 and SH6/Bells Road
- SH6 Rai Saddle second curve realignment
- SH60 safer corridor improvements between Richmond, Motueka, and Collingwood

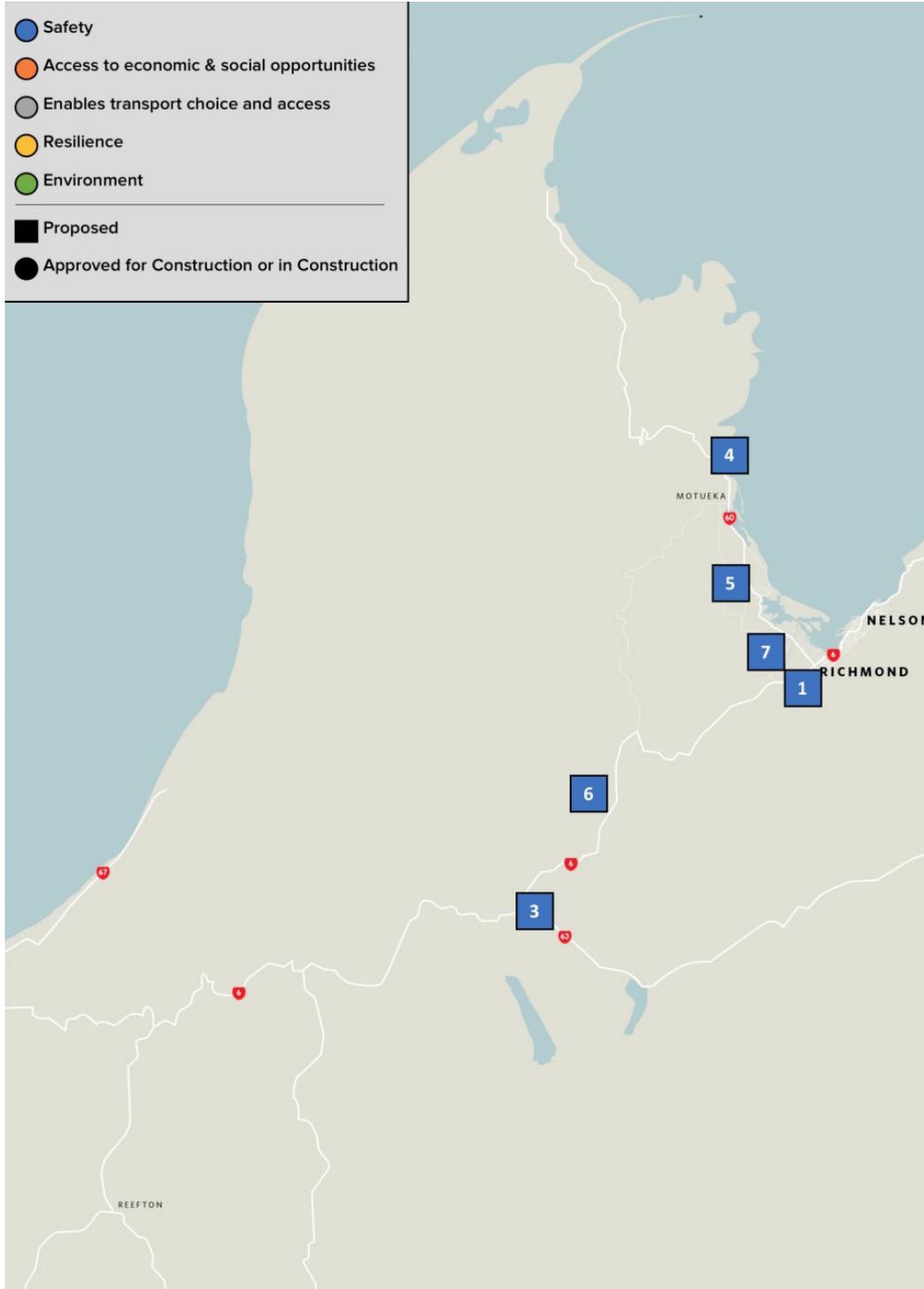
SUPPORTING ACTIVITIES

The Transport Agency and its partners have been working together on exploring options for Southern Links. Together, we are committed to identifying the most appropriate solution for the region. This will involve reviewing the outcomes of the Programme Business Case within the context of the draft GPS and completing a Detailed Business Case.

The draft 2018-27 TAIP includes funding for low cost, low risk investments which target the Government's desired outcomes as set out in the draft GPS. Examples of such activity include improvements to isolated intersections, traffic calming measures, improvements to lighting to increase safety, and walking and cycling facilities.

TASMAN

- Safety
 - Access to economic & social opportunities
 - Enables transport choice and access
 - Resilience
 - Environment
-
- Proposed
 - Approved for Construction or in Construction



NELSON



MARLBOROUGH



INTERPRETING THE FOLLOWING TABLE

The table below outlines the activities proposed for development during the 2018-27 period, and includes the following categories (where applicable):

- **Committed state highway improvement activities:** Activities that have one or more project phases committed for delivery. For example, the preparation of a detailed business case or the implementation (construction) of the project.
- **Proposed state highway activities to be re-evaluated:** Activities which are in development but have been identified as requiring a re-evaluation to better align with the draft GPS. Once re-evaluated they will be reconsidered.
- **Proposed state highway improvements:** Activities which are new or are in an early phase of project development. These activities will continue to be developed and delivered subject to their alignment with the draft GPS priorities.
- **Walking and cycling:** Proposed activities being considered for funding from the Walking and Cycling Activity Class.
- **Public transport:** Proposed activities being considered for funding from the Public Transport Activity Class.

For each activity the table sets out:

- **Ref:** This corresponds to a location on the Regional Map, where applicable.
- **GPS Strategic Priority:** This is the GPS priority to which the project is most closely aligned.
- **Phase:** This sets out the project phases expected to take place within the period (PBC = Programme Business Case; DBC = Detailed Business Case; PI/I = Pre-implementation/Implementation; Pr = Property).
- **National Priority:** From 1 (highest) to 8 (lowest), as determined by the application of the Transport Agency Investment Assessment Framework (IAF).
- **Cost** – Total expected cost range of the proposed activity - \$ - <\$10m, \$\$ - <\$100m, \$\$\$ >\$100m.

PROPOSED STATE HIGHWAY PROGRAMME FOR TOP OF THE SOUTH (TASMAN, NELSON, MARLBOROUGH)

Tasman

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
PROPOSED STATE HIGHWAY IMPROVEMENTS						
1	SH6 Wakefield to Richmond Safer Corridor	Safety	DBC PI/I Pr		1	\$
-	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$\$
3	SH6/63 I/S to Lamb Valley Road Safety Management	Safety	DBC PI/I Pr		4	\$
4	SH60 Motueka to Collingwood Safer Corridor	Safety		DBC PI/I Pr	5	\$\$
5	SH60 Richmond to Motueka Safer Corridor	Safety		DBC PI/I Pr	5	\$
6	SH6 south of Tapawera Safer Corridor	Safety		DBC PI/I Pr	6	\$
7	SH60 Richmond to Appleby Safer Corridor	Safety		DBC PI/I Pr	6	\$

Nelson

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
COMMITTED STATE HIGHWAY IMPROVEMENT ACTIVITIES						
1	SH6 Rai Saddle Second Curve Realignment	Safety	I			\$
PROPOSED STATE HIGHWAY IMPROVEMENTS						
-	Active Road User Corridor Programme - Nelson Safer Corridor	Safety	DBC PI/I Pr		1	\$\$
-	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$
-	Noise Walls and Improvement Programme	Environment	PI/I	PI/I	4	\$
4	SH6 Nelson to Richmond Safe System Enhancements	Safety	DBC PI/I Pr		6	\$
6	SH6 Rocks Road Offroad Shared Pathway	Safety	PI	I	6	\$
7	Nelson Southern Links	Access – Social and economic opportunities	DBC		7	\$\$

Marlborough

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
PROPOSED STATE HIGHWAY IMPROVEMENTS						
1	SH6 Blenheim to Nelson Safer Corridor	Safety	DBC PI/I Pr		1	\$\$
-	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$\$
3	SH6/Bells Road I/S Improvement	Safety	DBC PI/I Pr		5	\$
4	Opawa Bridge Replacement	Access - Resilience	I		8	\$\$
5	SH1 Blenheim to Seddon Safe System Enhancements	Safety	DBC PI/I Pr		6	\$\$
6	SH1 Blenheim to Kaikoura Safe System Enhancements	Safety		DBC PI/I Pr	6	\$
7	SH1 Picton to Blenheim Safer Corridor	Safety		DBC PI/I Pr	6	\$

WEST COAST

Within the region we are proposing to focus our efforts on achieving the Government's priorities of improving safety and resilience, to support regional economic development and make the network more resilient to weather events.

There are a number of opportunities within the region to deliver the new transport priorities set out in the draft Government Policy Statement on land transport (GPS) and ensure the transport system is not only efficient, resilient and sustainable, but also unlocks the opportunities that will keep New Zealand moving.

In particular, increased funding is available nationally for:

- expanding public transport networks, providing increased transport choice and supporting a shift from single-occupant vehicles
- local road investment (which can include improvements to walking and cycling facilities) to improve access, transport choice, safety and liveability within urban areas
- regional road improvements, which will help make regional routes safer and more resilient, particularly in relation to mitigating the impacts of climate change
- walking and cycling proposals, which will provide people with transport choice, support the creation of liveable cities, reduce emissions and improve public health outcomes

These opportunities will help deliver the Government's priorities in the following ways:

- **Safety.** Targeted local road and regional improvements will address high-risk sites on the network to increase vehicle safety, while improvements supporting walking and cycling will improve safety for people moving around, and between, urban centres on foot or by bike.
- **Access - for economic and social opportunities.** Improvements to roads local and regional roads will increase the reliability and efficiency of freight movement to key hubs and will support tourist journeys within the region. The delivery of regional cycling networks will also support tourism.
- **Access - enable transport choice and access.** Expanded public transport services will improve access to education, healthcare, employment and training opportunities. Improvements targeted toward walking and cycling will support uptake of active modes and provide increased transport choices.
- **Access - resilience.** Investment in local roads will improve overall network resilience, including the robustness of alternate routes. Regional road improvements will help mitigate the impacts of climate change including sea level rise.
- **Enabling better environmental outcomes.** Investment in public transport and walking and cycling support mode shift away from single occupancy vehicles, contributing to a reduction in pollution and emissions. Investment in regional road improvements will include enhanced storm water management and noise mitigation measures.
- **Value for money.** Value for money will be achieved by focusing on carrying out the right work at the right time for the best price.

The following table sets out the Transport Agency's indicative forecast of how the funding allocations indicated by the Government will affect investment in each activity class during 2018-21 compared to 2015-18, at a national level.

2015-18 AND 2018-21 GPS FUNDING RANGES

	2015-18 NLTP			2018-21 NLTP			CHANGE \$M			CHANGE %		
	LOWER	UPPER	FORECAST	LOWER	UPPER	MID-POINT	LOWER	UPPER	MID-POINT CF FORECAST	LOWER	UPPER	MID-POINT CF FORECAST
State highway improvements	3,150	4,350	3,733	3,000	3,850	3,425	-150	-500	-308	-5%	-11%	-8%
State highway maintenance	1,350	1,810	1,699	1,810	2,130	1,970	460	320	271	34%	18%	16%
Local road improvements	465	720	433	430	1,030	730	-35	310	297	-8%	43%	69%
Local road maintenance	1,230	1,815	1,766	1,800	2,120	1,960	570	305	194	46%	17%	11%
Public transport	865	1,215	1,031	1,280	1,780	1,530	415	565	499	48%	47%	48%
Rapid transit	-	-	-	850	2,100	1,475	850	2,100	1,475	n/a	n/a	n/a
Walking & cycling	46	167	143	150	360	255	104	193	112	226%	116%	78%
Regional improvements	180	270	201	200	530	365	20	260	164	11%	96%	82%
Road safety & demand management	92	113	99	170	205	188	78	92	89	85%	81%	89%
Investment management	162	185	185	195	235	215	33	50	30	20%	27%	16%
Transitional rail	-	-	-	195	435	315	195	435	315	n/a	n/a	n/a
Road policing	855	975	970	980	1,110	1,045	125	135	75	15%	14%	8%

The following table provides local authorities with information about the types of activities the Transport Agency could potentially support with the increased funding available for some activity classes, together with the potential regional opportunities within each activity class.

ACTIVITY CLASS	TYPES OF ACTIVITY WE ARE LOOKING TO INVEST IN	POTENTIAL OPPORTUNITIES
Public transport	<ul style="list-style-type: none"> ▪ Maintaining and improving service levels and improving infrastructure ▪ New public transport services ▪ Co-funding operational costs 	<ul style="list-style-type: none"> ▪ Investigate opportunities for growing the public transport network
Walking and cycling improvements	<ul style="list-style-type: none"> ▪ Improving walking and cycling infrastructure ▪ Promoting active modes of transport 	<ul style="list-style-type: none"> ▪ Regional walking and cycling trails where there are opportunities to grow tourism and support the visitor economy
Regional improvements	<ul style="list-style-type: none"> ▪ Supporting regional economic development outside of major metropolitan areas 	<ul style="list-style-type: none"> ▪ Improvements to support economic development and tourism ▪ Investment in network resilience to deliver reliable journeys along the West Coast and into the region from the north, east and south ▪ Investment in visitor routes to improve road safety for visiting drivers ▪ Investigate opportunities for improved mobile coverage ▪ Investigate options for adapting to climate change, including mitigating the impacts of sea level rise
Local road improvements	<ul style="list-style-type: none"> ▪ Improving existing local roads ▪ New local roads that improve capacity or service levels 	<ul style="list-style-type: none"> ▪ Develop and improve HPMV routes to support industry and economic development ▪ Strengthen the resilience of detour routes within the West Coast ▪ Investment in infrastructure to support tourism initiatives ▪ Improve safety on high risk areas of the transport network
Local road maintenance	<ul style="list-style-type: none"> ▪ Maintaining, operating and renewing existing local road assets to sustain and improve service levels 	<ul style="list-style-type: none"> ▪ Investment to ensure that local roads maintain appropriate service levels for all modes of transport ▪ Support road controlling authorities to collaborate on procurement, management and implementation of maintenance activities, to ensure best practice and value for money
Road safety promotion and demand management	<ul style="list-style-type: none"> ▪ Improving road user behaviour 	<ul style="list-style-type: none"> ▪ Deliver cycle education in schools ▪ Promote cycling and walking ▪ Safety programme for local roads

Transitional rail	<ul style="list-style-type: none"> Supporting urban and interregional rail services that improve access to housing and employment opportunities Supporting rail freight 	<ul style="list-style-type: none"> Investigate opportunities for freight that could be carried by rail
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HOW WE WILL WORK TOGETHER

The Transport Agency will work with local government to help ensure full advantage is taken of all the opportunities presented by the new and increased funding indicated by the draft GPS. We are already working with Local Government New Zealand to determine how this can be best achieved.

Support from the Transport Agency is likely to include helping local authorities to understand the changes, explore ways to bring forward programmes, and think more broadly about transport requirements within the wider context of a mode-neutral transport system.

The draft GPS has proposed significant increases in funding available for locally delivered improvement programmes (including public transport, walking and cycling and local road/regional improvements).

Safety is a key priority for the government. We have developed new tools and a framework to help local government identify safety improvements to take up opportunities provided by the increases across various activity classes over the next three years. We will support local government to apply these tools to develop project proposals, particularly in relation to public transport, walking and cycling.

The Investment Assessment Framework (IAF) gives effect to the GPS. The Transport Agency uses the IAF to assess and prioritise activities seeking investment from the NLTP. The IAF ensures investment in land transport infrastructure and services delivers on the priorities and outcomes set out in the GPS. The draft IAF has also been redrafted to help local authorities understand how the Transport Agency assesses and prioritises projects and programmes.

NEXT STEPS

The next step is to get all planned projects and programmes into Regional Land Transport Plans (RLTPs) by 30 June 2018, so they can be considered for funding in the National Land Transport Programme (NLTP).

The NLTP must be adopted by 31 August 2018, and details the land transport initiatives and activities we will deliver with our partners over the next three years to create a safer, better connected and more resilient transport system to keep New Zealand moving.

We will keep working with local authorities into the future to develop and progress all opportunities for meeting the Government’s priorities and achieve the outcomes sought for communities

INVESTMENT IN STATE HIGHWAYS

The new draft programme of investment in state highway network was developed by reviewing all projects in the August 2017 draft SHIP to align with the new Government’s transport priorities within the draft GPS.

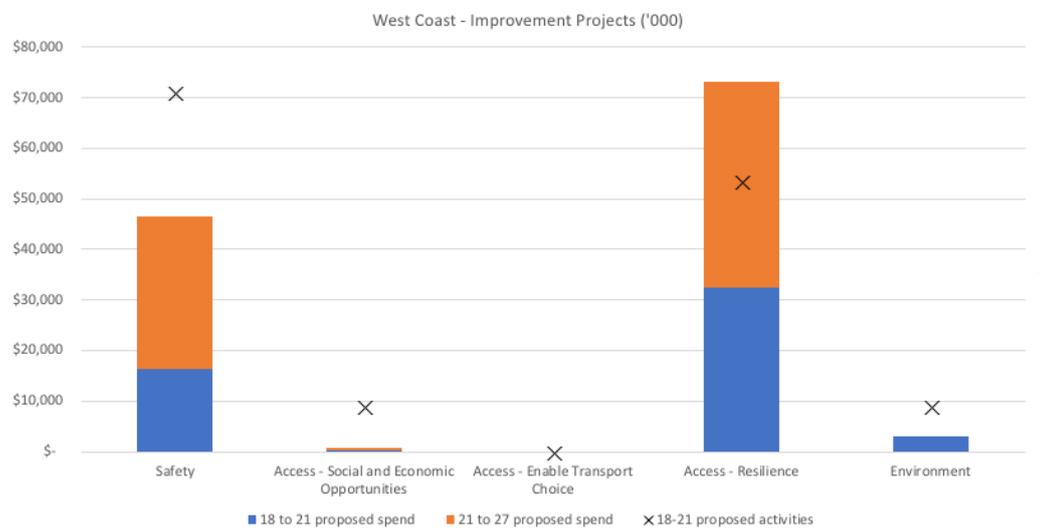
Activities that delivered on the new priorities were then included in the Transport Agency Investment Proposal (TAIP). Some projects will now be re-evaluated, looking at the whole transport system and considering what works can be undertaken, in particular to manage safety and resilience on that highway; others are unlikely to proceed.

All safety and resilience programmes were reviewed and new projects included where relevant that deliver on the Government’s safety and resilience priorities.

All activities were then assessed using the draft Investment Assessment Framework (IAF) to meet the new direction within the GPS and then reviewed again to ensure the programme achieves the greatest outcomes for communities and delivers value for money.

The draft 2018-27 TAIP proposes total investment of \$428m in the region to deliver Government priorities.

	2018-21	2018-27
Maintenance, operations and renewals	\$79m	\$306m
Improvements	\$62m	\$122m



SAFETY

Safety on our state highways is paramount. We want state highways that put people first and reduce risk through system-wide interventions to address unsafe behaviours, infrastructure, environments, and vehicles across all transport modes.

Tourism is now the fastest growing sector on the West Coast, with visitor numbers expected to continue increasing strongly. Over the last two years guest nights have increase by 9% per year, and visitor expenditure by 7% per year. The Visiting Driver

Signature Project will improve visiting driver safety through the implementation of wide centre lines, rumble strips (audio tactile profiles), additional chevron signage on corners, wire rope barriers, pull-off areas, signage and education.

Additional safety corridor improvements on SH6 from Greymouth to Haast will also improve safety outcomes. Other proposed safety improvements include:

- SH7 Reefton to Springs Junction
- Taramakau Road Bridge
- SH6/SH67 Murchinson to Westport

ACCESS

The state highway network enables customer access to social and economic opportunities. The transport system is critical in providing safe journeys to enable customers to reach their destinations. State Highway 73 provides a critical connection for the movement of primary produce and tourists between the West Coast and Canterbury regions.

RESILIENCE

The state highway network is prone to road closures from slips, rock falls, flooding and crashes. The likelihood of long closures after a major weather event due to significant slips and rock falls is high. To improve the resilience of the transport network, we are proposing to undertake a number of resilience-based activities including:

- SH7 Ahaura River Bridge replacement
- SH7 Stoney Creek Bridge improvements
- Improvements along SH6, SH7, SH7A and SH73 focusing on prevention of slips and rockfall

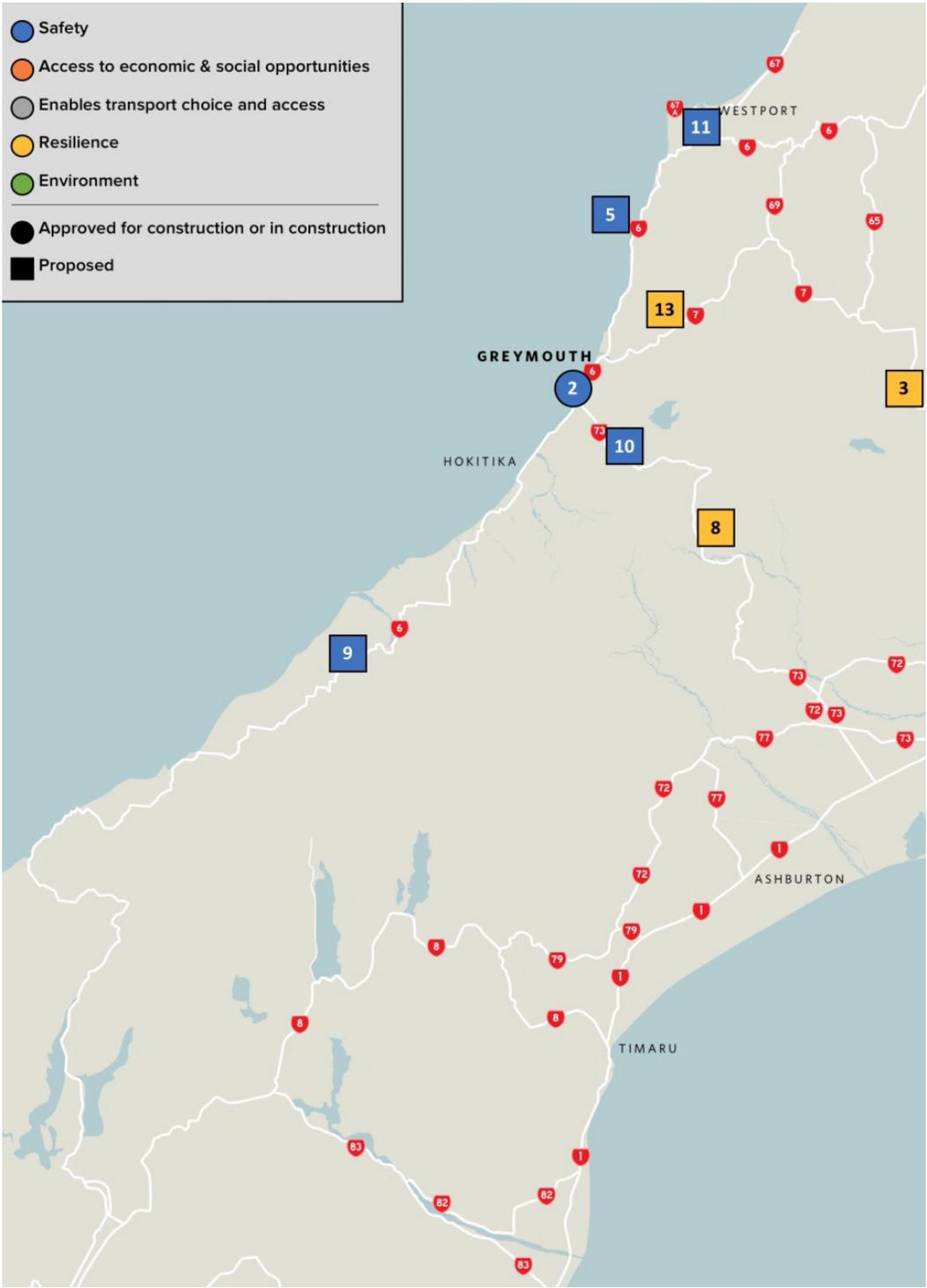
Our programme of resilience activities will help reduce the number of incidents and the extent of closure time to minimise disruption to our customers.

ENABLING BETTER ENVIRONMENTAL OUTCOMES

While we comply with good environmental practice we recognise we have opportunities to do more to manage the adverse environmental effects of our state highway network. We are adapting our overarching programme of work to place a greater focus on the environment, and are accelerating our national programme to replace all state highway street lights with more cost effective LED lighting to save costs on power and maintenance.

SUPPORTING ACTIVITIES

The draft 2018–28 TAIP includes funding for low cost, low risk investments which target the Government’s desired outcomes as set out in the draft GPS. Examples of such activity include improvements to isolated intersections, traffic calming measures, improvements to lighting to increase safety, and walking and cycling facilities.



INTERPRETING THE FOLLOWING TABLE

The table below outlines the activities proposed for development during the 2018-27 period, and includes the following categories (where applicable):

- **Committed state highway improvement activities:** Activities that have one or more project phases committed for delivery. For example, the preparation of a detailed business case or the implementation (construction) of the project.
- **Proposed state highway activities to be re-evaluated:** Activities which are in development but have been identified as requiring a re-evaluation to better align with the draft GPS. Once re-evaluated they will be reconsidered.
- **Proposed state highway improvements:** Activities which are new or are in an early phase of project development. These activities will continue to be developed and delivered subject to their alignment with the draft GPS priorities.
- **Walking and cycling:** Proposed activities being considered for funding from the Walking and Cycling Activity Class.
- **Public transport:** Proposed activities being considered for funding from the Public Transport Activity Class.

For each activity the table sets out:

- **Ref:** This corresponds to a location on the Regional Map, where applicable.
- **GPS Strategic Priority:** This is the GPS priority to which the project is most closely aligned.
- **Phase:** This sets out the project phases expected to take place within the period (PBC = Programme Business Case; DBC = Detailed Business Case; PI/I = Pre-implementation/Implementation; Pr = Property).
- **National Priority:** From 1 (highest) to 8 (lowest), as determined by the application of the Transport Agency Investment Assessment Framework (IAF).
- **Cost** - Total expected cost range of the proposed activity - \$ - <\$10m, \$\$ - <\$100m, \$\$\$ >\$100m.

PROPOSED STATE HIGHWAY PROGRAMME FOR WEST COAST REGION

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
COMMITTED STATE HIGHWAY IMPROVEMENT ACTIVITIES						
-	Visiting Driver Signature Project - West	Safety	I			\$
2	SH6 Taramakau Road Bridge	Safety	I			\$
PROPOSED STATE HIGHWAY IMPROVEMENTS						
13	SH7 Ahaura River Bridge Replacement	Access - Resilience	PI/I		2	\$\$
3	SH7 Stoney Creek Bridge	Access - Resilience	DBC PI/I		2	\$
-	LED replacement programme	Environment	I		2	\$
-	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$\$
5	SH6 Westport to Greymouth Safer Corridor	Safety	DBC PI/I Pr		4	\$
8	SH73 Resilience Project	Access - Resilience		DBC PI/I Pr	6	\$\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
9	SH6 Greymouth to Haast Safer and Resilience improvements	Safety		DBC PI/I Pr	4	\$\$
10	SH7 Reefton to Springs Junction Safer Corridor	Safety		DBC PI/I Pr	4	\$
11	SH6/SH67 Murchison to Westport Safety Management	Safety		DBC PI/I Pr	5	\$

CANTERBURY

Within the region we are proposing to focus our efforts on achieving the Government's priorities of improving safety and resilience, to support regional economic development and make the network more resilient to weather events.

There are a number of opportunities within the region to deliver the new transport priorities set out in the draft Government Policy Statement on land transport (GPS) and ensure the transport system is not only efficient, resilient and sustainable, but also unlocks the opportunities that will keep New Zealand moving.

In particular, increased funding is available nationally for:

- expanding public transport networks, providing increased transport choice and supporting a shift from single-occupant vehicles
- local road investment (which can include improvements to walking and cycling facilities) to improve access, transport choice, safety and liveability within urban areas
- regional road improvements, which will help make regional routes safer and more resilient, particularly in relation to mitigating the impacts of climate change
- walking and cycling proposals, which will provide people with transport choice, support the creation of liveable cities, reduce emissions and improve public health outcomes

These opportunities will help deliver the Government's priorities in the following ways:

- **Safety.** Targeted local road and regional improvements will address high-risk sites on the network to increase vehicle safety, while improvements supporting walking and cycling will improve safety for people moving around, and between, urban centres on foot or by bike.
- **Access - for economic and social opportunities.** Improvements to roads local and regional roads will increase the reliability and efficiency of freight movement to key hubs and will support tourist journeys within the region. The delivery of regional cycling networks will also support tourism.
- **Access - enable transport choice and access.** Expanded public transport services will improve access to education, healthcare, employment and training opportunities. Improvements targeted toward walking and cycling will support uptake of active modes and provide increased transport choices.
- **Access - resilience.** Investment in local roads will improve overall network resilience, including the robustness of alternate routes. Regional road improvements will help mitigate the impacts of climate change including sea level rise.
- **Enabling better environmental outcomes.** Investment in public transport and walking and cycling support mode shift away from single occupancy vehicles, contributing to a reduction in pollution and emissions. Investment in regional road improvements will include enhanced storm water management and noise mitigation measures.
- **Value for money.** Value for money will be achieved by focusing on carrying out the right work at the right time for the best price.

The following table sets out the Transport Agency's indicative forecast of how the funding allocations indicated by the Government will affect investment in each activity class during 2018-21 compared to 2015-18, at a national level.

2015-18 AND 2018-21 GPS FUNDING RANGES

	2015-18 NLTP			2018-21 NLTP			CHANGE \$M			CHANGE %		
	LOWER	UPPER	FORECAST	LOWER	UPPER	MID-POINT	LOWER	UPPER	MID-POINT CF FORECAST	LOWER	UPPER	MID-POINT CF FORECAST
State highway improvements	3,150	4,350	3,733	3,000	3,850	3,425	-150	-500	-308	-5%	-11%	-8%
State highway maintenance	1,350	1,810	1,699	1,810	2,130	1,970	460	320	271	34%	18%	16%
Local road improvements	465	720	433	430	1,030	730	-35	310	297	-8%	43%	69%
Local road maintenance	1,230	1,815	1,766	1,800	2,120	1,960	570	305	194	46%	17%	11%
Public transport	865	1,215	1,031	1,280	1,780	1,530	415	565	499	48%	47%	48%
Rapid transit	-	-	-	850	2,100	1,475	850	2,100	1,475	n/a	n/a	n/a
Walking & cycling	46	167	143	150	360	255	104	193	112	226%	116%	78%
Regional improvements	180	270	201	200	530	365	20	260	164	11%	96%	82%
Road safety & demand management	92	113	99	170	205	188	78	92	89	85%	81%	89%
Investment management	162	185	185	195	235	215	33	50	30	20%	27%	16%
Transitional rail	-	-	-	195	435	315	195	435	315	n/a	n/a	n/a
Road policing	855	975	970	980	1,110	1,045	125	135	75	15%	14%	8%

The following table provides local authorities with information about the types of activities the Transport Agency could potentially support with the increased funding available for some activity classes, together with the potential regional opportunities within each activity class.

ACTIVITY CLASS	TYPES OF ACTIVITY WE ARE LOOKING TO INVEST IN	POTENTIAL OPPORTUNITIES
Public transport	<ul style="list-style-type: none"> ▪ Maintaining and improving service levels and improving infrastructure ▪ New public transport services ▪ Co-funding operational costs 	<ul style="list-style-type: none"> ▪ Improve public transport services to support the Christchurch Central City Recovery Plan and the Accessible City Chapter in particular ▪ Increase frequency of bus services in central Christchurch to support planned growth ▪ Increase patronage and coverage of public transport services in the greater Christchurch area ▪ Work with strategic partners to implement opportunities arising from the 30-year Public Transport Futures programme business case
Walking and cycling improvements	<ul style="list-style-type: none"> ▪ Improving walking and cycling infrastructure ▪ Promoting active modes of transport 	<ul style="list-style-type: none"> ▪ Establish regional and urban cycle-ways where there are opportunities to grow tourism and encourage modal shift ▪ Investigate pedestrian safety improvements in central Christchurch
Regional improvements	<ul style="list-style-type: none"> ▪ Supporting regional economic development outside of major metropolitan areas 	<ul style="list-style-type: none"> ▪ Investment to support reinstatement of SH1 and rail along the Kaikoura Coast ▪ Improvements to support economic development and tourism ▪ Investigate and improve access to ports and inland freight hubs ▪ Improve regional connections to housing and essential health services ▪ Support urban growth and development within the greater Christchurch area ▪ Investigate options for adapting to climate change, including mitigating the impacts of sea level rise
Local road improvements	<ul style="list-style-type: none"> ▪ Improving existing local roads ▪ New local roads that improve capacity or service levels 	<ul style="list-style-type: none"> ▪ Develop and improve HPMV routes to support industry and economic development ▪ Strengthen the resilience of detour routes within Canterbury ▪ Support urban growth and development within the greater Christchurch area ▪ Improve safety on high risk areas of the transport network

Local road maintenance	<ul style="list-style-type: none"> Maintaining, operating and renewing existing local road assets to sustain and improve service levels 	<ul style="list-style-type: none"> Investment to ensure that local roads maintain appropriate service levels for all modes of transport Support road controlling authorities to collaborate on procurement, management and implementation of maintenance activities, to ensure best practice and value for money
Road safety promotion and demand management	<ul style="list-style-type: none"> Improving road user behaviour 	<ul style="list-style-type: none"> Identify and target highest safety risks Deliver cycle education in schools Promote cycling and walking Safety programme for local roads
Rapid transit	<ul style="list-style-type: none"> New rapid transit improvements 	<ul style="list-style-type: none"> Work with strategic partners through the Public Transport Futures programme business case to identify rapid transit corridors and opportunities
Transitional rail	<ul style="list-style-type: none"> Supporting urban and interregional rail services that improve access to housing and employment opportunities Supporting rail freight 	<ul style="list-style-type: none"> Work with strategic partners to identify rail freight opportunities

HOW WE WILL WORK TOGETHER

The Transport Agency will work with local government to help ensure full advantage is taken of all the opportunities presented by the new and increased funding indicated by the draft GPS. We are already working with Local Government New Zealand to determine how this can be best achieved.

Support from the Transport Agency is likely to include helping local authorities to understand the changes, explore ways to bring forward programmes, and think more broadly about transport requirements within the wider context of a mode-neutral transport system.

The draft GPS has proposed significant increases in funding available for locally delivered improvement programmes (including public transport, walking and cycling and local road/regional improvements).

Safety is a key priority for the government. We have developed new tools and a framework to help local government identify safety improvements to take up opportunities provided by the increases across various activity classes over the next three years. We will support local government to apply these tools to develop project proposals, particularly in relation to public transport, walking and cycling.

The Investment Assessment Framework (IAF) gives effect to the GPS. The Transport Agency uses the IAF to assess and prioritise activities seeking investment from the NLTP. The IAF ensures investment in land transport infrastructure and services delivers on the priorities and outcomes set out in the GPS. The draft IAF has also been redrafted to help local authorities understand how the Transport Agency assesses and prioritises projects and programmes.

NEXT STEPS

The next step is to get all planned projects and programmes into Regional Land Transport Plans (RLTPs) by 30 June 2018, so they can be considered for funding in the National Land Transport Programme (NLTP).

The NLTP must be adopted by 31 August 2018, and details the land transport initiatives and activities we will deliver with our partners over the next three years to create a safer, better connected and more resilient transport system to keep New Zealand moving.

We will keep working with local authorities into the future to develop and progress all opportunities for meeting the Government’s priorities and achieve the outcomes sought for communities

INVESTMENT IN STATE HIGHWAYS

The new draft programme of investment in state highway network was developed by reviewing all projects in the August 2017 draft SHIP to align with the new Government’s transport priorities within the draft GPS.

Activities that delivered on the new priorities were then included in the Transport Agency Investment Proposal (TAIP). Some projects will now be re-evaluated, looking at the whole transport system and considering what works can be undertaken, in particular to manage safety and resilience on that highway; others are unlikely to proceed.

All safety and resilience programmes were reviewed and new projects included where relevant that deliver on the Government’s safety and resilience priorities.

All activities were then assessed using the draft Investment Assessment Framework (IAF) to meet the new direction within the GPS and then reviewed again to ensure the programme achieves the greatest outcomes for communities and delivers value for money.

The draft 2018-27 TAIP proposes a total investment of \$1,418m in the region to deliver Government priorities.

	2018-21	2018-27
Maintenance, operations and renewals	\$176m	\$639m
Improvements	\$582m	\$779m



SAFETY

Safety on our state highways is paramount. We want state highways that put people first and reduce risk through system-wide interventions to address unsafe behaviours, infrastructure, environments, and vehicles across all transport modes.

Our safety improvements will be targeted to our highest risk corridors, in particular State Highway 1, which carries high volumes of freight and tourists. Examples of our proposed safety activity include:

- SH1 Oaro to Claverley Road safer corridor
- SH1 Templetons to Weedons Road safe system enhancements
- SH1 Temuka to Dominion Road safe system enhancements
- SH73 Yaldhurst to Old West Coast Road safe system enhancements
- SH74 and 74A safer corridor
- SH75 Christchurch to Akaroa safe system enhancements
- SH1 Clarence and Oaro safety improvements

These safety improvements and other proposed interventions will improve safety outcomes within the Canterbury region and help ensure customers can travel to their destinations safely.

ACCESS

The state highway network provides access to social and economic opportunities. The network is critical in providing New Zealanders with safe and predictable journeys that enable them to reach their destinations and participate within the community. The movement of goods is important to the economies of the South Island, and the future role of the region's ports will shape demand for trips across the transport system.

Access for economic and social opportunities

To improve access within the Greater Christchurch area, we will finish the Christchurch urban motorway projects that are underway. Doing so will improve customer access between the south of the City to Lyttleton Port, and help reduce congestion in Christchurch's south western suburbs.

Improving access through freight through the city and freight hubs continues to be a focus. We work with partners to investigate appropriate solutions along Brougham Street to Rolleston Corridor to improve access for customers and freight.

Other improvements are proposed including:

- SH1 Western Belfast bypass
- SH1 Western Airport bypass
- SH1 four laning from Groynes and Harewood Roads
- SH1/Barters Road/ intersection
- SH1 Broughs Road extension

We also propose continued investment in intelligent transport systems across the Canterbury transport network to provide customers with safe and predictable journeys through the provision of near real-time information.

In addition, we are proposing to complete the studies for improving public transport access via SH75 Halswell to improve access and travel choices for Christchurch south. In addition to the proposed projects, we will be completing the project phases already commissioned to understand how their scope aligns with the Government's new priorities for the transport system.

We are also proposing to complete the Waimakariri Bridge safety and reliability improvements, which will improve safety and accessibility outcomes. North of the Waimakariri Bridge, the Woodend/Pegasus area has had significant planning on its future land use and transport network development as an integrated response to growth. This planning, undertaken jointly by the Transport Agency and Waimakariri District Council, is supported by the Greater Christchurch Urban Development Strategy and the Waimakariri District Development Strategy. In anticipation of future need, we will protect the Woodend Bypass designation and start detailed design by the end of the 10-year period of this TAIP. In the interim will we progress corridor safety improvements through Woodend.

RESILIENCE

A number of projects to improve state highway resilience are proposed. These are primarily based on supporting the reinstatement of SH1 from Kaikoura to Christchurch after the 2016 Kaikoura earthquake. Other resilience projects include:

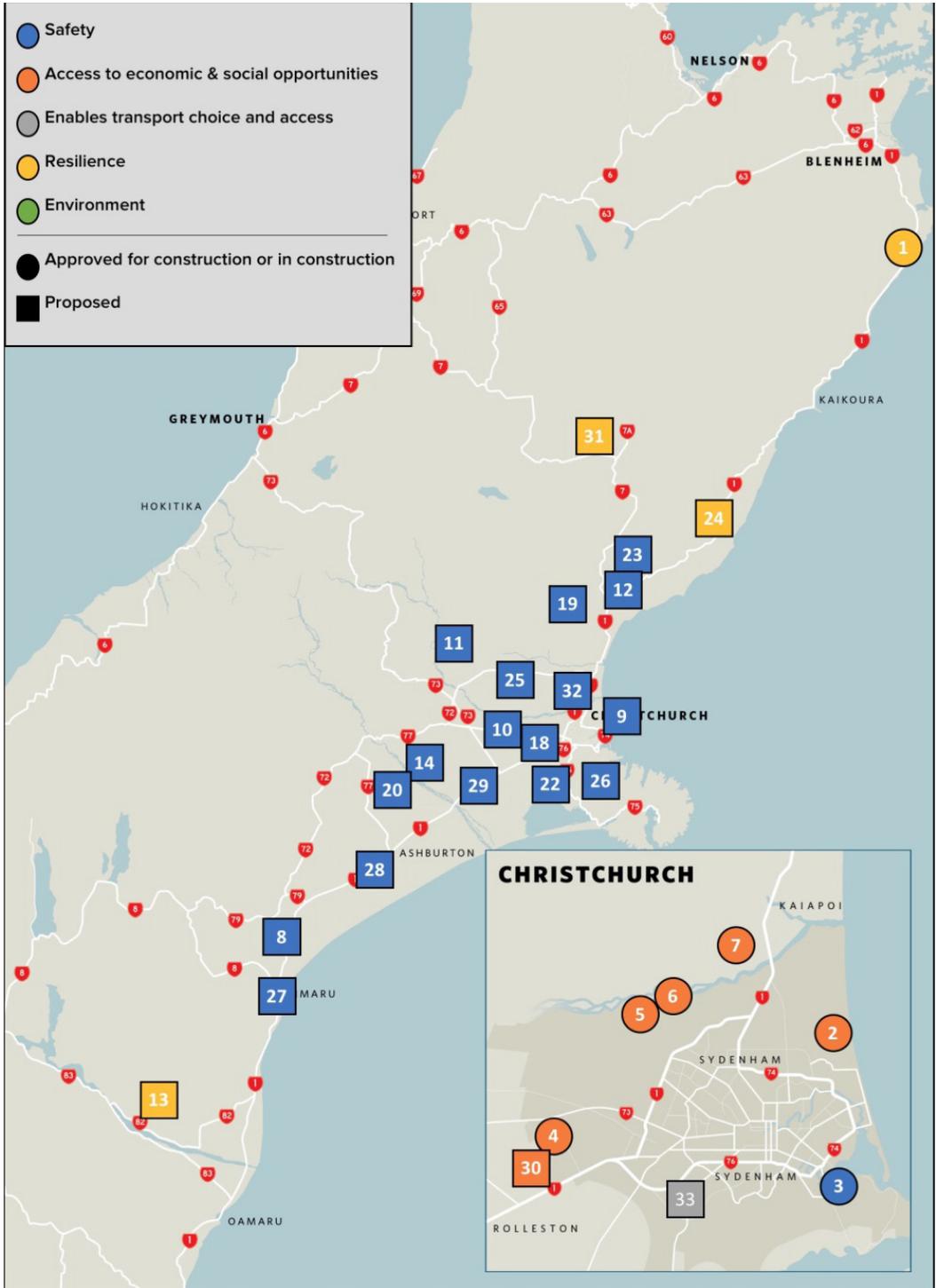
- SH82 Elephant Hill Stream Bridge replacement
- SH75 Tai Tapu to Akaroa resilience and safety improvements

ENABLING BETTER ENVIRONMENTAL OUTCOMES

While we comply with good environmental practice we recognise that we have opportunities to do more to manage the adverse environmental effects of our state highway network. We are adapting our overarching programme of work to place a greater focus on the environment, and are accelerating our national programme to replace all state highway street lights with more cost effective LED lighting to save costs on power and maintenance.

SUPPORTING ACTIVITIES

The draft 2018–28 TAIP includes funding for low cost, low risk investments which target the Government's desired outcomes as set out in the draft GPS. Examples of such activity include improvements to isolated intersections, traffic calming measures, improvements to lighting to increase safety, and walking and cycling facilities.



INTERPRETING THE FOLLOWING TABLE

The table below outlines the activities proposed for development during the 2018-27 period, and includes the following categories (where applicable):

- **Committed state highway improvement activities:** Activities that have one or more project phases committed for delivery. For example, the preparation of a detailed business case or the implementation (construction) of the project.
- **Proposed state highway activities to be re-evaluated:** Activities which are in development but have been identified as requiring a re-evaluation to better align with the draft GPS. Once re-evaluated they will be reconsidered.
- **Proposed state highway improvements:** Activities which are new or are in an early phase of project development. These activities will continue to be developed and delivered subject to their alignment with the draft GPS priorities.
- **Walking and cycling:** Proposed activities being considered for funding from the Walking and Cycling Activity Class.
- **Public transport:** Proposed activities being considered for funding from the Public Transport Activity Class.

For each activity the table sets out:

- **Ref:** This corresponds to a location on the Regional Map, where applicable.
- **GPS Strategic Priority:** This is the GPS priority to which the project is most closely aligned.
- **Phase:** This sets out the project phases expected to take place within the period (PBC = Programme Business Case; DBC = Detailed Business Case; PI/I = Pre-implementation/Implementation; Pr = Property).
- **National Priority:** From 1 (highest) to 8 (lowest), as determined by the application of the Transport Agency Investment Assessment Framework (IAF).
- **Cost** - Total expected cost range of the proposed activity - \$ - <\$10m, \$\$ - <\$100m, \$\$\$ >\$100m.

PROPOSED STATE HIGHWAY PROGRAMME FOR CANTERBURY REGION

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
COMMITTED STATE HIGHWAY IMPROVEMENT ACTIVITIES						
1	SH1 Clarence & Oaro improvement	Access - Resilience	I	Pr		\$\$\$
2	SH1 Christchurch Northern Arterial Rural with QE2	Access - Social and Economic Opportunities	I	I		\$\$\$
3	Lyttelton Tunnel safety retrofit (deluge) system	Safety	I			\$\$
4	Christchurch Southern Motorway HJR to Rolleston (Stage 2 & 3)	Access - Social and Economic Opportunities	I			\$\$
5	SH1 Broughs Road extension	Access - Social and Economic Opportunities	I			\$
6	SH1 Groynes to Sawyers Arms four-laning	Access - Social and Economic Opportunities	I			\$
7	SH1 Western Belfast By-pass	Access - Social and Economic Opportunities	I			\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
-	Woodend corridor safety improvements	Safety	DBC			\$
-	Ashley to Belfast safety improvements	Safety	DBC			\$
PROPOSED STATE HIGHWAY IMPROVEMENTS						
8	SH1 Temuka to Dominion Road safe system enhancements	Safety	DBC PI/I Pr		1	\$\$
9	SH74 and 74A safer corridor	Safety	DBC PI/I Pr		1	\$\$
10	SH1 Templetons to Weedons Road safe system enhancements	Safety	DBC PI/I Pr		1	\$
11	SH73 Yaldhurst to Old West Coast Road safe system enhancements	Safety	DBC PI/I Pr		1	\$
12	Weigh Right Glasnevin	Safety	PI/I		2	\$\$
13	SH82 Elephant Hill Stream Bridge	Access - Resilience	DBC PI/I		2	\$
14	Weigh Right Rakaia	Safety	I Pr		2	\$
-	Low cost / low risk improvements 2018-21	All	PI/I		3	\$\$
-	Active road user intersection improvements	Safety	DBC PI/I Pr		3	\$
-	ITS improvement programme	Access - Social and Economic Opportunities	DBC PI/I		4	\$\$
18	SH75 Seabridge Road to Duckpond Road safer corridor	Safety	DBC PI/I Pr		4	\$
-	Noise walls programme	Environment	I		5	\$
19	SH1 Waipara to Kaiapoi safer corridor	Safety	DBC PI/I Pr		6	\$\$
32	Waimakariri Bridge safety and reliability improvements	Safety	DBC PI/I		6	\$\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
33	SH75 Halswell Road Improvements	Access- Enable Transport Choice	DBC		6	\$\$
20	SH1 Rakaia to Ashburton Safer Corridor	Safety	DBC PI/I Pr		7	\$\$
30	SH76 Brougham Street corridor improvements	Access - Social and Economic Opportunities	DBC PI/I Pr		6	\$\$
30	Rolleston Interconnection improvement	Access - Social and Economic Opportunities	DBC PI/I Pr		6	\$\$
30	SH1 Rolleston Intersection improvements	Access - Social and Economic Opportunities	DBC PI/I Pr		6	\$
30	LED replacement programme	Environment	I	PI/I	2	\$\$
22	SH75 Little River to Seabridge Road safer corridor	Safety	DBC PI/I Pr		5	\$\$
23	SH1 Greta Valley to Davaar Road safer corridor	Safety	DBC PI/I Pr		5	\$
24	SH1 Oaro to Cheviot safer corridor and resilience	Access - Resilience	DBC PI/I Pr		6	\$\$
25	SH73 Yaldhurst to Railway Rd intersection safer corridor	Safety	DBC PI/I Pr		6	\$\$
26	SH75 Christchurch to Akaroa safe system enhancements	Safety	DBC PI/I Pr		6	\$
27	SH1 Dominion Rd to SH1/8 I/S safer corridor	Safety	DBC PI/I Pr		6	\$\$
28	SH1 Hinds to Winchester safer corridor	Safety	DBC PI/I Pr		7	\$\$
29	SH1 Dunsandel Road to Raikaia safer corridor	Safety	DBC PI/I Pr		6	\$
31	SH7 and SH7A Waipara to Hanmer Springs Safer Corridor and Resilience	Access - Resilience	DBC PI/I Pr		5	\$

Within the region we are proposing to focus our efforts on achieving the Government's priorities of improving safety and resilience, to support regional economic development and make the network more resilient to weather events.

There are a number of opportunities within the region to deliver the new transport priorities set out in the draft Government Policy Statement on land transport (GPS) and ensure the transport system is not only efficient, resilient and sustainable, but also unlocks the opportunities that will keep New Zealand moving.

In particular, increased funding is available nationally for:

- expanding public transport networks, providing increased transport choice and supporting a shift from single-occupant vehicles
- local road investment (which can include improvements to walking and cycling facilities) to improve access, transport choice, safety and liveability within urban areas
- regional road improvements, which will help make regional routes safer and more resilient, particularly in relation to mitigating the impacts of climate change
- walking and cycling proposals, which will provide people with transport choice, support the creation of liveable cities, reduce emissions and improve public health outcomes

These opportunities will help deliver the Government's priorities in the following ways:

- **Safety.** Targeted local road and regional improvements will address high-risk sites on the network to increase vehicle safety, while improvements supporting walking and cycling will improve safety for people moving around, and between, urban centres on foot or by bike.
- **Access - for economic and social opportunities.** Improvements to roads local and regional roads will increase the reliability and efficiency of freight movement to key hubs and will support tourist journeys within the region. The delivery of regional cycling networks will also support tourism.
- **Access - enable transport choice and access.** Expanded public transport services will improve access to education, healthcare, employment and training opportunities. Improvements targeted toward walking and cycling will support uptake of active modes and provide increased transport choices.
- **Access - resilience.** Investment in local roads will improve overall network resilience, including the robustness of alternate routes. Regional road improvements will help mitigate the impacts of climate change including sea level rise.
- **Enabling better environmental outcomes.** Investment in public transport and walking and cycling support mode shift away from single occupancy vehicles, contributing to a reduction in pollution and emissions. Investment in regional road improvements will include enhanced storm water management and noise mitigation measures.
- **Value for money.** Value for money will be achieved by focusing on carrying out the right work at the right time for the best price.

The following table sets out the Transport Agency's indicative forecast of how the funding allocations indicated by the Government will affect investment in each activity class during 2018-21 compared to 2015-18, at a national level.

2015-18 AND 2018-21 GPS FUNDING RANGES

	2015-18 NLTP			2018-21 NLTP			CHANGE \$M			CHANGE %		
	LOWER	UPPER	FORECAST	LOWER	UPPER	MID-POINT	LOWER	UPPER	MID-POINT CF FORECAST	LOWER	UPPER	MID-POINT CF FORECAST
State highway improvements	3,150	4,350	3,733	3,000	3,850	3,425	-150	-500	-308	-5%	-11%	-8%
State highway maintenance	1,350	1,810	1,699	1,810	2,130	1,970	460	320	271	34%	18%	16%
Local road improvements	465	720	433	430	1,030	730	-35	310	297	-8%	43%	69%
Local road maintenance	1,230	1,815	1,766	1,800	2,120	1,960	570	305	194	46%	17%	11%
Public transport	865	1,215	1,031	1,280	1,780	1,530	415	565	499	48%	47%	48%
Rapid transit	-	-	-	850	2,100	1,475	850	2,100	1,475	n/a	n/a	n/a
Walking & cycling	46	167	143	150	360	255	104	193	112	226%	116%	78%
Regional improvements	180	270	201	200	530	365	20	260	164	11%	96%	82%
Road safety & demand management	92	113	99	170	205	188	78	92	89	85%	81%	89%
Investment management	162	185	185	195	235	215	33	50	30	20%	27%	16%
Transitional rail	-	-	-	195	435	315	195	435	315	n/a	n/a	n/a
Road policing	855	975	970	980	1,110	1,045	125	135	75	15%	14%	8%

The following table provides local authorities with information about the types of activities the Transport Agency could potentially support with the increased funding available for some activity classes, together with the potential regional opportunities within each activity class.

ACTIVITY CLASS	TYPES OF ACTIVITY WE ARE LOOKING TO INVEST IN	POTENTIAL OPPORTUNITIES
Public transport	<ul style="list-style-type: none"> ▪ Maintaining and improving service levels and improving infrastructure ▪ New public transport services ▪ Co-funding operational costs 	<ul style="list-style-type: none"> ▪ Improve public transport services to support planned growth and the tourist economy in Queenstown ▪ Improvements to public transport services connecting central Dunedin to surrounding suburbs
Walking and cycling improvements	<ul style="list-style-type: none"> ▪ Improving walking and cycling infrastructure ▪ Promoting active modes of transport 	<ul style="list-style-type: none"> ▪ Establish regional and urban cycle-ways where there are opportunities to grow tourism and encourage modal shift ▪ Investigate pedestrian and cycle safety improvements in central Dunedin
Regional improvements	<ul style="list-style-type: none"> ▪ Supporting regional economic development outside of major metropolitan areas 	<ul style="list-style-type: none"> ▪ Improvements to support economic development and tourism ▪ Investigate and improve access to ports ▪ Support delivery of agreed growth plans for Queenstown ▪ Investment in visitor routes to improve road safety for visiting drivers ▪ Investigate options for adapting to climate change, including mitigating the impacts of sea level rise
Local road improvements	<ul style="list-style-type: none"> ▪ Improving existing local roads ▪ New local roads that improve capacity or service levels 	<ul style="list-style-type: none"> ▪ Develop and improve HPMV routes to support industry and economic development ▪ Strengthen the resilience of detour routes within the Otago region ▪ Support urban growth and development within the Queenstown area ▪ Improve safety on high risk areas of the transport network
Local road maintenance	<ul style="list-style-type: none"> ▪ Maintaining, operating and renewing existing local road assets to sustain and improve service levels 	<ul style="list-style-type: none"> ▪ Investment to ensure that local roads maintain appropriate service levels for all modes of transport ▪ Support road controlling authorities to collaborate on procurement, management and implementation of maintenance activities, to ensure best practice and value for money
Road safety promotion and demand management	<ul style="list-style-type: none"> ▪ Improving road user behaviour 	<ul style="list-style-type: none"> ▪ Deliver cycle education in schools ▪ Promote cycling and walking ▪ Safety programme for local roads

Transitional rail

- Supporting urban and interregional rail services that improve access to housing and employment opportunities
- Supporting rail freight

- Investigate opportunities for more freight on rail, especially to ports

HOW WE WILL WORK TOGETHER

The Transport Agency will work with local government to help ensure full advantage is taken of all the opportunities presented by the new and increased funding indicated by the draft GPS. We are already working with Local Government New Zealand to determine how this can be best achieved.

Support from the Transport Agency is likely to include helping local authorities to understand the changes, explore ways to bring forward programmes, and think more broadly about transport requirements within the wider context of a mode-neutral transport system.

The draft GPS has proposed significant increases in funding available for locally delivered improvement programmes (including public transport, walking and cycling and local road/regional improvements).

Safety is a key priority for the government. We have developed new tools and a framework to help local government identify safety improvements to take up opportunities provided by the increases across various activity classes over the next three years. We will support local government to apply these tools to develop project proposals, particularly in relation to public transport, walking and cycling.

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NEXT STEPS

The next step is to get all planned projects and programmes into Regional Land Transport Plans (RLTPs) by 30 June 2018, so they can be considered for funding in the National Land Transport Programme (NLTP).

The NLTP must be adopted by 31 August 2018, and details the land transport initiatives and activities we will deliver with our partners over the next three years to create a safer, better connected and more resilient transport system to keep New Zealand moving.

We will keep working with local authorities into the future to develop and progress all opportunities for meeting the Government's priorities and achieve the outcomes sought for communities

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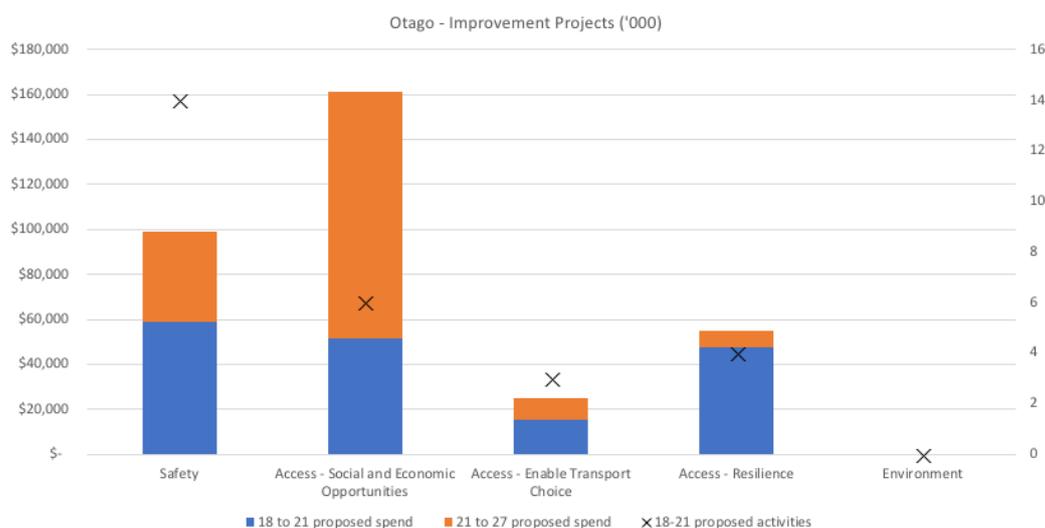
Activities that delivered on the new priorities were then included in the Transport Agency Investment Proposal (TAIP). Some projects will now be re-evaluated, looking at the whole transport system and considering what works can be undertaken, in particular to manage safety and resilience on that highway; others are unlikely to proceed.

All safety and resilience programmes were reviewed and new projects included where relevant that deliver on the Government’s safety and resilience priorities.

All activities were then assessed using the draft Investment Assessment Framework (IAF) to meet the new direction within the GPS and then reviewed again to ensure the programme achieves the greatest outcomes for communities and delivers value for money.

The draft 2018-27 TAIP proposes a total investment of \$794m in the region to deliver Government priorities.

	2018-21	2018-27
Maintenance, operations and renewals	\$125m	\$467m
Improvements	\$170m	\$327m



SAFETY

Safety on our state highways is paramount. We want state highways that put people first and reduce risk through system-wide interventions to address unsafe behaviours, infrastructure, environments, and vehicles across all transport modes.

Recognising SH1 and SH8 as vital links in the region, we intend to deliver Safer Corridor treatments such as median and side barrier, roundabouts, intersection improvements, and speed management at key points along these routes. We will also deliver safer corridor treatments to areas with a poor road safety record including:

- SH1 Milton to Gore
- SH1 Mosgiel to Milton
- SH1 Oamaru to Dunedin.
- SH8 Omarama to Cromwell and SH8A

ACCESS

SH1 is a critical link, connecting the main urban centres, centres of production and major distribution hubs along the east coast of the island. It also provides the key connection between central Dunedin and the suburban centres of Green Island, Fairfield and Mosgiel further to the west.

We will further ensure a reliable state highway network so that people and goods can get to where they need to be, reliably and safely. This will be aided by the Intelligent Transport System Improvements Programme that will provide people with near real-time information to help them plan safe and efficient journeys.

Queenstown is a high growth area and we will support a multi-agency approach to managing its transport. Additional projects to ensure enhanced access for economic and social opportunities include improvements from Grant Rd to Kawarau Falls Bridge, to complement development projects in the area. These will include improvements for pedestrians and improvements along the SH6 Ladies Mile Corridor to ensure it is sufficient for predicted growth in resident population and tourist traffic.

ENABLE TRANSPORT CHOICE

We will be ensuring people within the region have options to get where they need to go, through projects such as Dunedin one way pair cycle lanes, Wakatipu Walking/Cycling network improvements and SH6 Park and Ride facilities.

RESILIENCE

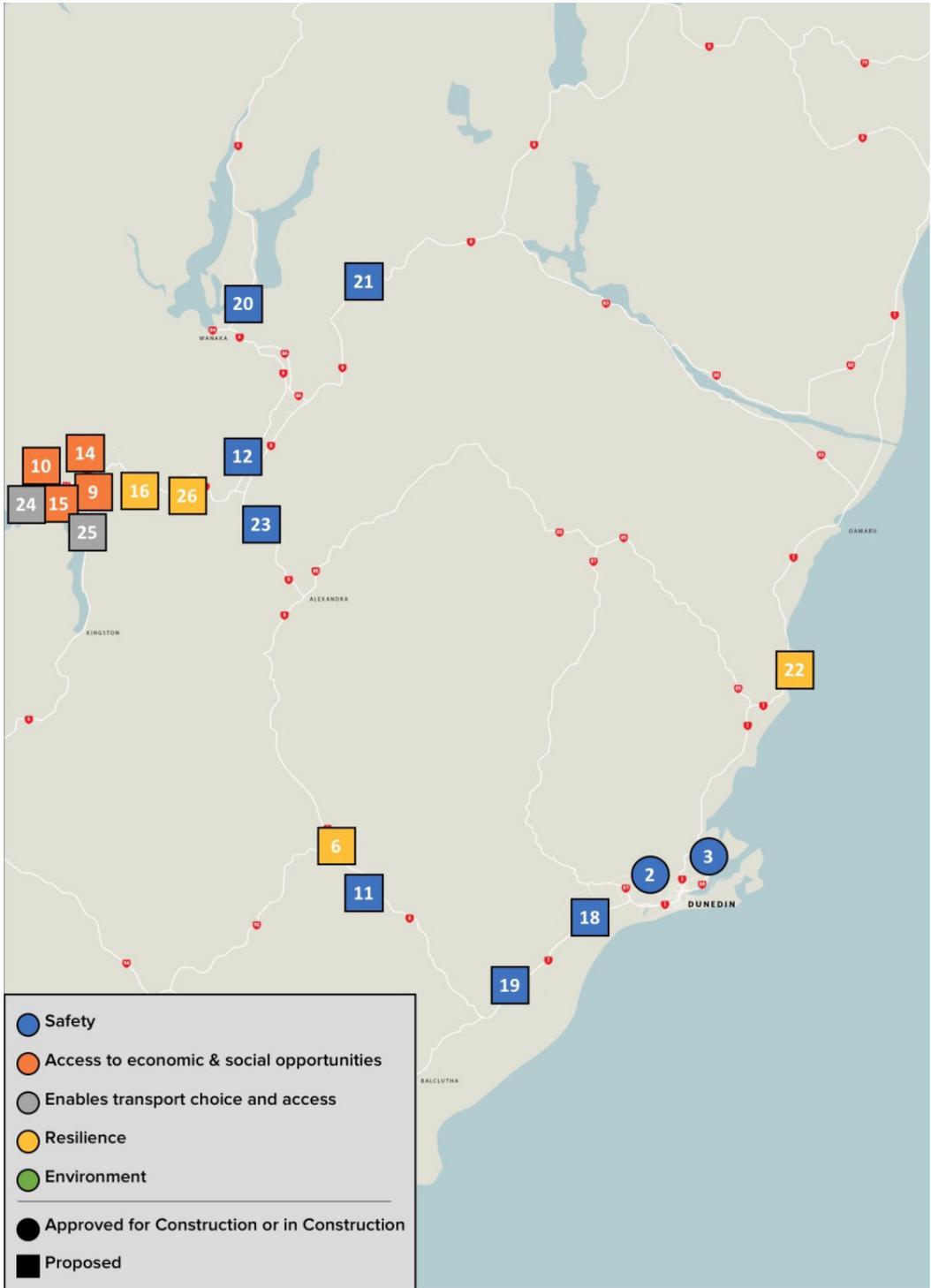
When networks are disrupted, journeys on alternate routes are often significantly longer, with variable levels of service that can constrain some users. Climate change is a key long-term issue that has significant implications for the resilience of our national strategic highways. Coastal erosion along Katiki Straights will continue to be monitored, and a long-term solution prepared.

The tourist economy and the expected growth in Queenstown will be supported through protection from the Nevis Bluff Rockfall on the regional strategic highway. This area is frequented by visitors and is subject to an unstable rock bluff with limited access over the Crown Range or a lengthy detour through Southland, both of which are insufficient alternative routes.

We will also replace Beaumont Bridge as it is one of the most vulnerable on our highway network.

SUPPORTING ACTIVITIES

The draft 2018–28 TAIP includes funding for low cost, low risk investments which target the Government’s desired outcomes as set out in the draft GPS. Examples of such activity include improvements to isolated intersections, traffic calming measures, improvements to lighting to increase safety, and walking and cycling facilities.



INTERPRETING THE FOLLOWING TABLE

The table below outlines the activities proposed for development during the 2018-27 period, and includes the following categories (where applicable):

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- **Phase:** This sets out the project phases expected to take place within the period (PBC = Programme Business Case; DBC = Detailed Business Case; PI/I = Pre-implementation/Implementation; Pr = Property).
- **National Priority:** From 1 (highest) to 8 (lowest), as determined by the application of the Transport Agency Investment Assessment Framework (IAF).
- **Cost** - Total expected cost range of the proposed activity - \$ - <\$10m, \$\$ - <\$100m, \$\$\$ >\$100m.

PROPOSED STATE HIGHWAY PROGRAMME FOR OTAGO REGION

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
COMMITTED STATE HIGHWAY IMPROVEMENT ACTIVITIES						
-	Visiting driver signature project	Safety	I			\$
2	Dunedin - Fairfield safety improvements	Safety	I			\$
3	SH 88 cycling and pedestrian facilities	Safety	Pr			\$
4	Dunedin one way pair cycle lanes	Access - Enable Transport Choice	I			\$
PROPOSED STATE HIGHWAY IMPROVEMENTS						
5	SH88 safety management	Safety	DBC PI/I Pr		1	\$\$
6	Beaumont bridge replacement	Access - Resilience	PI/I		2	\$\$
-	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
-	Active road user intersection improvements	Safety	PI/I		3	\$
9	Grant Rd to Kawarau Falls Bridge improvements	Access - Social and Economic Opportunities	PI/I Pr	I	4	\$\$
10	SH6A corridor improvements	Access - Social and Economic Opportunities	DBC PI/I Pr	I	4	\$\$
11	SH8 Lawrence to Burma Road safer corridor	Safety	DBC PI/I Pr		4	\$
12	SH8/SH8B intersection improvement	Safety	DBC PI/I Pr		4	\$
-	ITS improvement programme	Access - Social and Economic Opportunities	DBC PI/I Pr		4	\$
14	SH6 Ladies Mile corridor improvements	Access - Social and Economic Opportunities	DBC PI/I Pr		4	\$
15	Stanley St corridor improvements	Access - Social and Economic Opportunities	DBC PI/I Pr	I	5	\$\$\$
16	SH6, SH8B and SH8 Gibbston to Clyde safer corridor and Nevis Bluff rockfall protection	Access - Resilience	DBC PI/I Pr		5	\$
17	Dunedin - Port Chalmers safety improvements	Safety		I	5	\$
18	SH1 Mosgiel to Milton safety management	Safety	DBC PI/I Pr		6	\$\$
19	SH1 Milton to Gore safer corridor	Safety		DBC PI/I Pr	5	\$
20	SH6 Wanaka to Luggate safer corridor	Safety		DBC PI/I Pr	5	\$
21	SH8 Omarama to Cromwell and SH8A safer corridor	Safety		DBC PI/I Pr	5	\$
22	SH1 Oamaru to Dunedin safety management and resilience	Access - Resilience		DBC PI/I Pr	6	\$\$
23	SH8 Alexandra to Doctors Point safer corridor	Safety		DBC PI/I Pr	6	\$
26	SH6 Cromwell to Queenstown Safer Corridor and Resilience	Access - Resilience	DBC PI/I Pr	DBC PI/I Pr	5	\$\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		

PROPOSED WALKING AND CYCLING ACTIVITIES

24	Wakatipu Walking/Cycling network improvements	Access - Enable Transport Choice	DBC PI/I Pr	I	6	\$\$
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PROPOSED PUBLIC TRANSPORT ACTIVITIES

25	SH6 Park and Ride facilities	Access - Enable Transport Choice	DBC PI/I Pr	I Pr	5	\$
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SOUTHLAND

Within the region we are proposing to focus our efforts on achieving the Government's priorities of improving safety and resilience, to support regional economic development and make the network more resilient to weather events.

There are a number of opportunities within the region to deliver the new transport priorities set out in the draft Government Policy Statement on land transport (GPS) and ensure the transport system is not only efficient, resilient and sustainable, but also unlocks the opportunities that will keep New Zealand moving.

In particular, increased funding is available nationally for:

- expanding public transport networks, providing increased transport choice and supporting a shift from single-occupant vehicles
- local road investment (which can include improvements to walking and cycling facilities) to improve access, transport choice, safety and liveability within urban areas
- regional road improvements, which will help make regional routes safer and more resilient, particularly in relation to mitigating the impacts of climate change
- walking and cycling proposals, which will provide people with transport choice, support the creation of liveable cities, reduce emissions and improve public health outcomes

These opportunities will help deliver the Government's priorities in the following ways:

- **Safety.** Targeted local road and regional improvements will address high-risk sites on the network to increase vehicle safety, while improvements supporting walking and cycling will improve safety for people moving around, and between, urban centres on foot or by bike.
- **Access - for economic and social opportunities.** Improvements to roads local and regional roads will increase the reliability and efficiency of freight movement to key hubs and will support tourist journeys within the region. The delivery of regional cycling networks will also support tourism.
- **Access - enable transport choice and access.** Expanded public transport services will improve access to education, healthcare, employment and training opportunities. Improvements targeted toward walking and cycling will support uptake of active modes and provide increased transport choices.
- **Access - resilience.** Investment in local roads will improve overall network resilience, including the robustness of alternate routes. Regional road improvements will help mitigate the impacts of climate change including sea level rise.
- **Enabling better environmental outcomes.** Investment in public transport and walking and cycling support mode shift away from single occupancy vehicles, contributing to a reduction in pollution and emissions. Investment in regional road improvements will include enhanced storm water management and noise mitigation measures.
- **Value for money.** Value for money will be achieved by focusing on carrying out the right work at the right time for the best price.

The following table sets out the Transport Agency's indicative forecast of how the funding allocations indicated by the Government will affect investment in each activity class during 2018-21 compared to 2015-18, at a national level.

2015-18 AND 2018-21 GPS FUNDING RANGES

	2015-18 NLTP			2018-21 NLTP			CHANGE \$M			CHANGE %		
	LOWER	UPPER	FORECAST	LOWER	UPPER	MID-POINT	LOWER	UPPER	MID-POINT CF FORECAST	LOWER	UPPER	MID-POINT CF FORECAST
State highway improvements	3,150	4,350	3,733	3,000	3,850	3,425	-150	-500	-308	-5%	-11%	-8%
State highway maintenance	1,350	1,810	1,699	1,810	2,130	1,970	460	320	271	34%	18%	16%
Local road improvements	465	720	433	430	1,030	730	-35	310	297	-8%	43%	69%
Local road maintenance	1,230	1,815	1,766	1,800	2,120	1,960	570	305	194	46%	17%	11%
Public transport	865	1,215	1,031	1,280	1,780	1,530	415	565	499	48%	47%	48%
Rapid transit	-	-	-	850	2,100	1,475	850	2,100	1,475	n/a	n/a	n/a
Walking & cycling	46	167	143	150	360	255	104	193	112	226%	116%	78%
Regional improvements	180	270	201	200	530	365	20	260	164	11%	96%	82%
Road safety & demand management	92	113	99	170	205	188	78	92	89	85%	81%	89%
Investment management	162	185	185	195	235	215	33	50	30	20%	27%	16%
Transitional rail	-	-	-	195	435	315	195	435	315	n/a	n/a	n/a
Road policing	855	975	970	980	1,110	1,045	125	135	75	15%	14%	8%

The following table provides local authorities with information about the types of activities the Transport Agency could potentially support with the increased funding available for some activity classes, together with the potential regional opportunities within each activity class.

ACTIVITY CLASS	TYPES OF ACTIVITY WE ARE LOOKING TO INVEST IN	POTENTIAL OPPORTUNITIES
Walking and cycling improvements	<ul style="list-style-type: none"> ▪ Improving walking and cycling infrastructure ▪ Promoting active modes of transport 	<ul style="list-style-type: none"> ▪ Establish regional and urban cycle-ways where there are opportunities to grow tourism and encourage modal shift
Regional improvements	<ul style="list-style-type: none"> ▪ Supporting regional economic development outside of major metropolitan areas 	<ul style="list-style-type: none"> ▪ Improvements to support economic development and tourism ▪ Investigate and improve access to ports ▪ Investment in visitor routes to improve road safety for visiting drivers ▪ Investigate options for adapting to climate change, including mitigating the impacts of sea level rise
Local road improvements	<ul style="list-style-type: none"> ▪ Improving existing local roads ▪ New local roads that improve capacity or service levels 	<ul style="list-style-type: none"> ▪ Develop and improve HPMV routes to support industry and economic development ▪ Strengthen the resilience of detour routes within the Southland region ▪ Invest in infrastructure to support tourism initiatives and encourage greater dispersal of visitors from traditional routes ▪ Improve safety on high risk areas of the transport network
Local road maintenance	<ul style="list-style-type: none"> ▪ Maintaining, operating and renewing existing local road assets to sustain and improve service levels 	<ul style="list-style-type: none"> ▪ Investment to ensure that local roads maintain appropriate service levels for all modes of transport ▪ Support road controlling authorities to collaborate on procurement, management and implementation of maintenance activities, to ensure best practice and value for money
Road safety promotion and demand management	<ul style="list-style-type: none"> ▪ Improving road user behaviour 	<ul style="list-style-type: none"> ▪ Deliver cycle education in schools ▪ Promote cycling and walking ▪ Safety programme for local roads
Transitional rail	<ul style="list-style-type: none"> ▪ Supporting urban and interregional rail services that improve access to housing and employment opportunities ▪ Supporting rail freight 	<ul style="list-style-type: none"> ▪ Investigate opportunities for more freight on rail, especially to ports

HOW WE WILL WORK TOGETHER

The Transport Agency will work with local government to help ensure full advantage is taken of all the opportunities presented by the new and increased funding indicated by the draft GPS. We are already working with Local Government New Zealand to determine how this can be best achieved.

Support from the Transport Agency is likely to include helping local authorities to understand the changes, explore ways to bring forward programmes, and think more broadly about transport requirements within the wider context of a mode-neutral transport system.

The draft GPS has proposed significant increases in funding available for locally delivered improvement programmes (including public transport, walking and cycling and local road/regional improvements).

Safety is a key priority for the government. We have developed new tools and a framework to help local government identify safety improvements to take up opportunities provided by the increases across various activity classes over the next three years. We will support local government to apply these tools to develop project proposals, particularly in relation to public transport, walking and cycling.

The Investment Assessment Framework (IAF) gives effect to the GPS. The Transport Agency uses the IAF to assess and prioritise activities seeking investment from the NLTP. The IAF ensures investment in land transport infrastructure and services delivers on the priorities and outcomes set out in the GPS. The draft IAF has also been redrafted to help local authorities understand how the Transport Agency assesses and prioritises projects and programmes.

NEXT STEPS

The next step is to get all planned projects and programmes into Regional Land Transport Plans (RLTPs) by 30 June 2018, so they can be considered for funding in the National Land Transport Programme (NLTP).

The NLTP must be adopted by 31 August 2018, and details the land transport initiatives and activities we will deliver with our partners over the next three years to create a safer, better connected and more resilient transport system to keep New Zealand moving.

We will keep working with local authorities into the future to develop and progress all opportunities for meeting the Government's priorities and achieve the outcomes sought for communities

INVESTMENT IN STATE HIGHWAYS

The new draft programme of investment in state highway network was developed by reviewing all projects in the August 2017 draft SHIP to align with the new Government's transport priorities within the draft GPS.

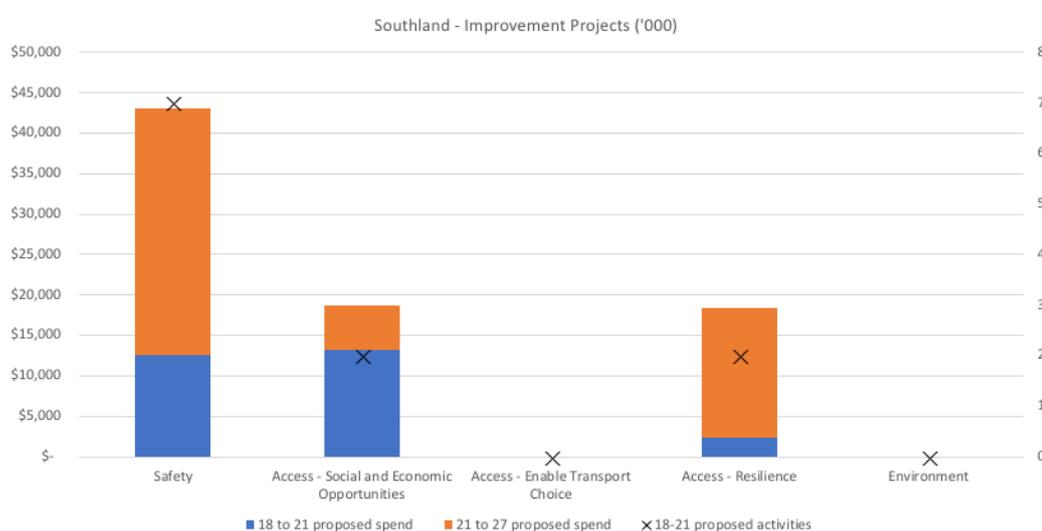
Activities that delivered on the new priorities were then included in the Transport Agency Investment Proposal (TAIP). Some projects will now be re-evaluated, looking at the whole transport system and considering what works can be undertaken, in particular to manage safety and resilience on that highway; others are unlikely to proceed.

All safety and resilience programmes were reviewed and new projects included where relevant that deliver on the Government's safety and resilience priorities.

All activities were then assessed using the draft Investment Assessment Framework (IAF) to meet the new direction within the GPS and then reviewed again to ensure the programme achieves the greatest outcomes for communities and delivers value for money.

The draft 2018-27 TAIP proposes a total investment of \$363m in the region to deliver Government priorities.

	2018-21	2018-27
Maintenance, operations and renewals	\$71	\$283m
Improvements	\$28m	\$80m



SAFETY

Safety on our state highways is paramount. We want state highways that put people first and reduce risk through system-wide interventions to address unsafe behaviours, infrastructure, environments, and vehicles across all transport modes.

The region experiences a high crash rate for tourists on high-risk rural roads, primarily between Queenstown and Milford Sound. Through the Visiting Driver Signature Project, we and our partners want to improve visitor safety through the implementation of a combination of activities including: wide centrelines, rumble strips (audio tactile profiles), corner chevron signage, wire rope barriers and pull-off areas.

We will also be delivering Safer Corridor treatments such as median and side barriers, roundabouts, intersection improvements and speed management at areas with a poor road safety record including:

- SH6 from Lumsden to Invercargill
- SH93 between Clinton and Matura
- SH94 Te Anau to Milford
- SH99 from Lorneville to Riverton

There is a poor road safety record at the intersection of SH1 Bluff Highway and Elles Road in Invercargill City. We will improve safety outcomes by undertaking Safe System Enhancement works to convert the intersection to a safer arrangement.

ACCESS

State highways provide access to social and economic opportunities, and connect people and goods. Adjacent to the highway in Edendale is Fonterra's largest operations site in New Zealand. The Edendale Realignment aims to realign SH1 around the site to improve access and enhance the liveability and amenity of the township.

RESILIENCE

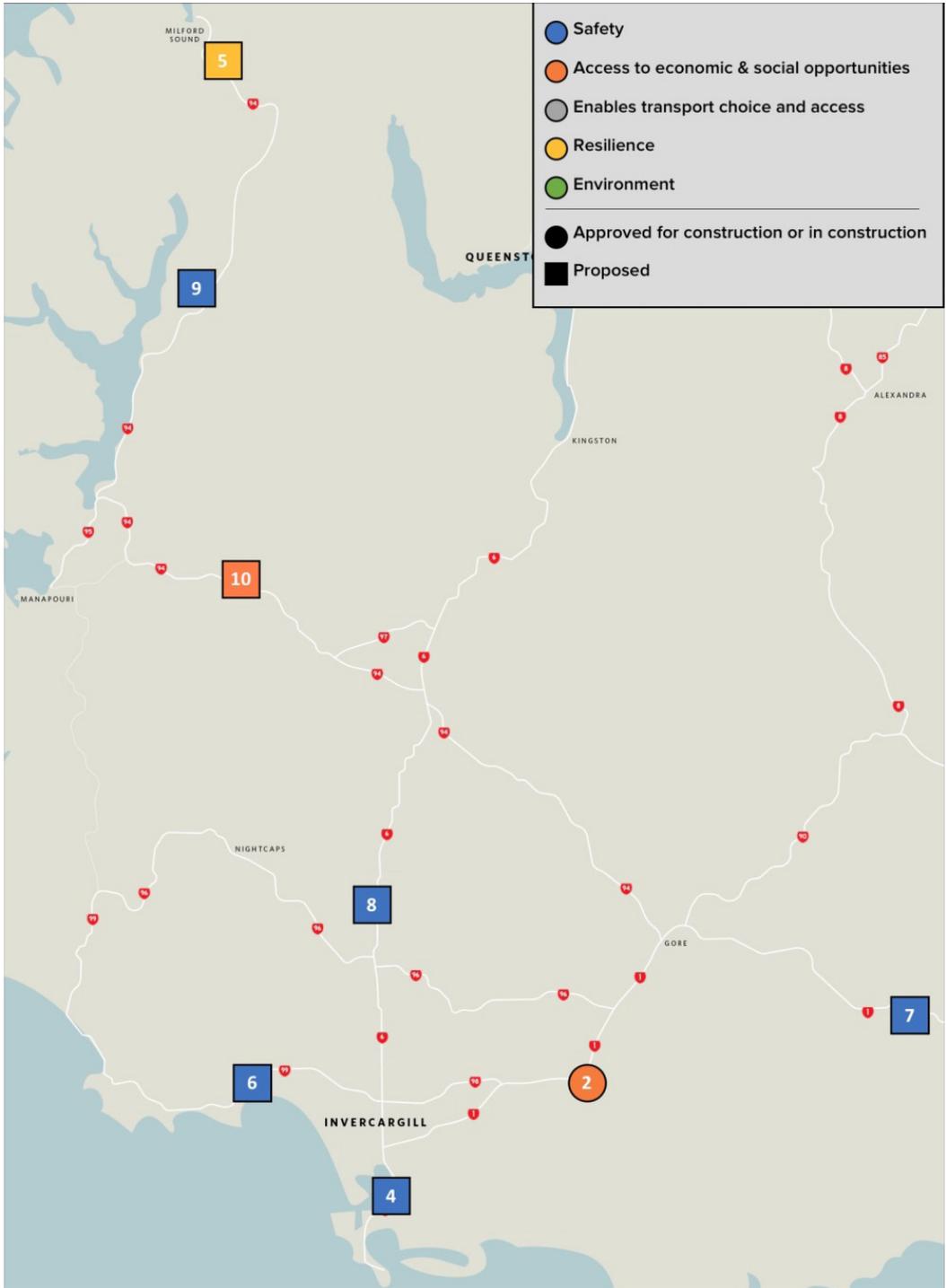
When access to our state highways is disrupted it creates social and economic impacts. We want a network that is resilient and actively manages risks and vulnerabilities to disruptive events in efficient and effective ways. There is unstable rock and avalanche risk above the regional strategic highway through Fiordland, with no alternative route available. The Milford Rockfall/Avalanche Protection project will aim to reduce the risks of rockfall and avalanches on the eastern approach to the tunnel. It will also consider relocating the existing visitor stopping area and installing high velocity catch fencing to help ensure access continues to be available.

ENABLING BETTER ENVIRONMENTAL OUTCOMES

While we comply with good environmental practice, we recognise that we have opportunities to do more to manage the adverse environmental effects of our state highway network. We are adapting our overarching programme of work to place a greater focus on the environment, and are accelerating our national programme to replace all state highway street lights with more cost effective LED lighting to save costs on power and maintenance.

SUPPORTING ACTIVITIES

The draft 2018–28 TAIP includes funding for low cost, low risk investments which target the Government's desired outcomes as set out in the draft GPS. Examples of such activity include improvements to isolated intersections, traffic calming measures, improvements to lighting to increase safety, and walking and cycling facilities.



INTERPRETING THE FOLLOWING TABLE

The table below outlines the activities proposed for development during the 2018-27 period, and includes the following categories (where applicable):

- **Committed state highway improvement activities:** Activities that have one or more project phases committed for delivery. For example, the preparation of a detailed business case or the implementation (construction) of the project.
- **Proposed state highway activities to be re-evaluated:** Activities which are in development but have been identified as requiring a re-evaluation to better align with the draft GPS. Once re-evaluated they will be reconsidered.
- **Proposed state highway improvements:** Activities which are new or are in an early phase of project development. These activities will continue to be developed and delivered subject to their alignment with the draft GPS priorities.
- **Walking and cycling:** Proposed activities being considered for funding from the Walking and Cycling Activity Class.
- **Public transport:** Proposed activities being considered for funding from the Public Transport Activity Class.

For each activity the table sets out:

- **Ref:** This corresponds to a location on the Regional Map, where applicable.
- **GPS Strategic Priority:** This is the GPS priority to which the project is most closely aligned.
- **Phase:** This sets out the project phases expected to take place within the period (PBC = Programme Business Case; DBC = Detailed Business Case; PI/I = Pre-implementation/Implementation; Pr = Property).
- **National Priority:** From 1 (highest) to 8 (lowest), as determined by the application of the Transport Agency Investment Assessment Framework (IAF).
- **Cost** - Total expected cost range of the proposed activity - \$ - <\$10m, \$\$ - <\$100m, \$\$\$ >\$100m.

PROPOSED STATE HIGHWAY PROGRAMME FOR SOUTHLAND REGION

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST	
			2018-2021	2021-2028			
COMMITTED STATE HIGHWAY IMPROVEMENT ACTIVITIES							
-	Visiting driver signature project	Safety		I		\$	
2	Edendale realignment	Access - Social and Economic Opportunities		I Pr		\$\$	
PROPOSED STATE HIGHWAY IMPROVEMENTS							
-	Low cost / low risk improvements 2018-21	All		PI/I	PI/I	3	\$
4	SH1S Bluff Highway/Elles Road intersection improvement	Safety		DBC PI/I Pr		5	\$
5	SH94 Milford rockfall/avalanche protection	Access - Resilience		DBC PI/I Pr		6	\$\$
6	SH99 Riverton to Wallace town safer corridor	Safety			DBC PI/I Pr	4	\$
7	SH93 Clinton to Mataura safer corridor	Safety			DBC PI/I Pr	4	\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
8	SH6 Lumsden to Invercargill safer corridor	Safety		DBC PI/1 Pr	5	\$
9	SH94 Te Anau to Milford safer corridor	Safety		DBC PI/1 Pr	5	\$
10	SH94 Milford Road PBC	Access - Social and Economic Opportunities	PBC			\$

APPENDIX B

NATIONAL TABLE OF
PROPOSED STATE HIGHWAY
IMPROVEMENT PROJECTS



The table in this Appendix sets out all state highway improvement projects proposed nationally under the draft TAIP for the 2018-27 period according to their priority as at the date of publication.

Please note that the Transport Agency intentionally includes an element of over-programming within the proposed programme to:

- provide Regional Transport Committees with some choice in the proposals they put forward in their RLTPs for inclusion within the NLTP
- allow sufficient flexibility to reprioritise projects in response to any delivery issues that may arise during project development
- ensure there are candidate projects that can be considered for support from the Provincial Growth Fund.

The projects that proceed to implementation are programmed with consideration given to:

- their priority
- the urgency of their circumstances
- their readiness for implementation given the stage of their development
- the programming of related projects or initiatives
- the unallocated funds available
- the wider portfolio of proposed projects under consideration for implementation.

It is important to note that no assurance can be given that any given project will be implemented until it has been contracted for delivery.

The table outlines the activities proposed for development during the 2018-27 period, and includes the following categories (where applicable):

- **Committed state highway improvement activities:** Activities that have one or more project phases committed for delivery. For example, the preparation of a detailed business case or the implementation (construction) of the project.
- **Proposed state highway activities to be re-evaluated:** Activities which are in development but have been identified as requiring a re-evaluation to better align with the draft GPS. Once re-evaluated they will be reconsidered.
- **Proposed state highway improvements:** Activities which are new or are in an early phase of project development. These activities will continue to be developed and delivered subject to their alignment with the draft GPS priorities.
- **Walking and cycling:** Proposed activities being considered for funding from the Walking and Cycling Activity Class.
- **Public Transport:** Proposed activities being considered for funding from the Public Transport Activity Class.

For each activity the table sets out:

- **Ref:** This corresponds to a location on the Regional Map, where applicable.
- **GPS Strategic Priority:** This is the GPS priority to which the project is most closely aligned.
- **Phase:** This sets out the project phases expected to take place within the period (PBC = Programme Business Case; DBC = Detailed Business Case; PI/I = Pre-implementation/Implementation; Pr = Property).
- **National Priority:** From 1 (highest) to 8 (lowest), as determined by the application of the Transport Agency Investment Assessment Framework (IAF).
- **Cost:** Total expected cost range of the proposed activity - \$ - <\$10m, \$\$ - <\$100m, \$\$\$ >\$100m.

NATIONAL TABLE OF PROPOSED STATE HIGHWAY IMPROVEMENT PROJECTS

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
COMMITTED STATE HIGHWAY IMPROVEMENT ACTIVITIES						
Northland	SH1 Akerama Curves Realignment and Passing Lanes	Safety	I			\$
Northland	SH12 Matakohe Bridges	Safety	I			\$\$
Northland	SH1 Corridor Improvements - Whangarei	Access - Social and Economic Opportunities	I			\$\$
Northland	SH10 Taipa Bridge (No 272) upgrade	Access - Resilience	I			\$
Auckland	Northern Corridor Improvements (NCI) and Busway	Access - Social and Economic Opportunities	I Pr	I		\$\$\$
Auckland	SH20A to Airport	Access - Social and Economic Opportunities	I	I		\$\$\$
Auckland	SH1 Puhoi to Warkworth - Detailed Design and Construction	Safety	I	I		\$\$\$
Auckland	Western Ring Route improvements	Access - Social and Economic Opportunities	I Pr			\$\$
Auckland	SH1 Warkworth to Wellsford - Designation	Access - Social and Economic Opportunities	PI			\$
Auckland	Waitemata Harbour Crossing	Resilience	DBC Pr	Pr		\$\$\$
Auckland	Supporting Growth Alliance	Access - Social and Economic Opportunities	DBC	DBC		\$\$
Auckland	Southern Corridor Improvements	Access - Social and Economic Opportunities	I, Pr			\$\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
Waikato	SH1 East Taupo Arterial Corridor Improvements	Safety	I			\$
Waikato	SH23 Hamilton to Whatawhata Safety Improvements	Safety	I			\$
Waikato	SH1 Cambridge to Piarere - Short term Improvements	Safety	DBC I			\$
Waikato	SH1 WEX Hamilton Section	Access - Social and Economic Opportunities	I Pr	I		\$\$\$
Waikato	SH1 WEX Huntly Section	Access - Social and Economic Opportunities	I Pr	I		\$\$\$
Waikato	SH1 WEX Long Swamp Section	Access - Social and Economic Opportunities	I	I		\$\$
Waikato	SH1 WEX Cambridge Section	Access - Social and Economic Opportunities	I Pr			\$
Waikato	SH1 WEX Rangiriri Section	Access - Social and Economic Opportunities	I Pr			\$
Waikato	Waikato Expressway Programme Office	Access - Social and Economic Opportunities	PI			\$
Bay of Plenty	SH33 Te Ngae Junction to Paengaroa Safety	Safety	I			\$\$
Bay of Plenty	SH30 Eastern Corridor, Connect Rotorua	Access - Social and Economic Opportunities	PI/I			\$
Bay of Plenty	SH2: Baypark to Bayfair Link Upgrade	Access - Social and Economic Opportunities	I			\$\$
Bay of Plenty	Hairini Link - Stage 4	Access - Social and Economic Opportunities	I Pr			\$
Bay of Plenty	Minden Te Puna Intersection Improvements	Safety	Pr			\$
Bay of Plenty	Tauranga Eastern Link	Access - Social and Economic Opportunities	I			\$
Hawke's Bay	SH2 Pakipaki to Waipukurau	Safety	I			\$\$
Hawke's Bay	Hawke's Bay Expressway Safety Treatments	Safety	I			\$
Hawke's Bay	Prebensen Drive Intersection	Access - Social and economic opportunities	I			\$
Taranaki	SH3 Mt Messenger Bypass	Access - Resilience	PI/I Pr			\$\$\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
Taranaki	SH3 Awakino Gorge to Mt Messenger Corridor	Access - Resilience	PI/I Pr			\$\$
Manawatū / Whanganui	Whirokino Trestle and Manawatu River Bridge Replacement	Access - Resilience	I			\$\$
Manawatū / Whanganui	SH57: SH1 to Shannon Safety Improvements	Safety	I			\$
Wellington	SH1 Peka Peka to Otaki Expressway	Access - Social and Economic Opportunities	I			\$\$\$
Wellington	Transmission Gully	Access - Social and Economic Opportunities	I Pr	I		\$\$\$
Wellington	SH58 Safety Improvements	Safety	I			\$\$
Wellington	Wellington Expressway - Programme Management	Access - Social and Economic Opportunities	PI	PI		\$\$
Wellington	SH1 Mackays to Peka Peka Expressway	Access - Social and Economic Opportunities	I			\$\$
Wellington	Mt Victoria Tunnel - Safety Improvements	Safety	I			\$
Nelson	SH6 Rai Saddle Second Curve Realignment	Safety	I			\$
West Coast	Visiting Driver Signature Project - West	Safety	I			\$
West Coast	SH6 Taramakau Road Bridge	Safety	I			\$
Canterbury	SH1 Clarence & Oaro improvement	Access - Resilience	I Pr			\$\$\$
Canterbury	SH1 Christchurch Northern Arterial Rural with QE2	Access - Social and Economic Opportunities	I	I		\$\$\$
Canterbury	Lyttelton Tunnel safety retrofit (deluge) system	Safety	I			\$\$
Canterbury	Christchurch Southern Motorway HJR to Rolleston (Stage 2 & 3)	Access - Social and Economic Opportunities	I			\$\$
Canterbury	SH1 Broughs Road extension	Access - Social and Economic Opportunities	I			\$
Canterbury	SH1 Groynes to Sawyers Arms four-laning	Access - Social and Economic Opportunities	I			\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
Canterbury	SH1 Western Belfast By-pass	Access - Social and Economic Opportunities	I			\$
Canterbury	Woodend Corridor Safety Improvements	Safety	DBC			\$
Canterbury	Ashley to Belfast Safety Improvements	Safety	DBC			\$
Otago	Visiting driver signature project	Safety	I			\$
Otago	Dunedin - Fairfield safety improvements	Safety	I			\$
Otago	SH 88 cycling and pedestrian facilities	Safety	Pr			\$
Otago	Dunedin one way pair cycle lanes	Access - Enable Transport Choice	I			\$
Southland	Visiting driver signature project	Safety	I			\$
Southland	Edendale realignment	Access - Social and Economic Opportunities	I Pr			\$\$
PROPOSED STATE HIGHWAY IMPROVEMENTS TO BE RE-EVALUATED						
Wellington	SH2 Melling Efficiency and Safety Improvements	Access - Social and Economic Opportunities	DBC		4	\$
Northland	SH1 - Whangarei to Port Marsden Highway	Safety	DBC		5	\$\$\$
Northland	SH1 - Port Marsden Highway to Te Hana	Safety	DBC		5	\$\$\$
Auckland	East West Link	Access - Social and Economic Opportunities	I Pr	I	5	\$\$\$
Waikato	SH2 Pokeno to Mangatarata Improvement	Safety	I Pr	I	5	\$\$
Waikato	SH29 Te Poi to Kaimai Summit	Safety	PI/I Pr	I Pr	5	\$\$
Waikato	SH29 Piarere to Te Poi	Safety	DBC PI		5	\$\$
Bay of Plenty	SH2 Waihi to Omokoroa Safer Corridor	Safety	PI/I Pr	PI/I	5	\$\$\$
Wellington	SH1/SH2 Petone to Grenada Link Road	Access - Resilience	DBC PI/I Pr	PI/I Pr	6	\$\$\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
Waikato	SH29 Tauriko West Network Connections DBC	Access - Social and Economic Opportunities	DBC		6	\$\$\$
Bay of Plenty	SH2 Te Puna to Omokoroa	Safety	DBC		6	\$\$\$
Bay of Plenty	SH29 Tauriko West Network Connections	Access - Social and Economic Opportunities	DBC		6	\$\$\$
Manawatū / Whanganui	SH1 Otaki to Levin re-evaluation	Safety	DBC		6	\$\$\$
Bay of Plenty	SH2 Katikati Urban	Environment	PI Pr	PI/I Pr	7	\$\$
Bay of Plenty	SH29 Kaimai Summit to Tauriko	Safety	PI	I Pr	5	\$\$
Bay of Plenty	Tauranga Northern Link	Safety	PI/I Pr	I	6	\$\$
PROPOSED STATE HIGHWAY IMPROVEMENTS						
Northland	SH1N Whangarei to Kawakawa Safe System Enhancements	Safety	DBC PI/I Pr		1	\$\$
Northland	SH1 Whangarei to Wellsford Safer Corridor	Safety	DBC PI/I Pr		1	\$
Auckland	SH22 Drury to Pukekohe Safe System Enhancement	Safety	DBC PI/I Pr	DBC PI/I Pr	1	\$\$
Auckland	Network Optimisation (post Western Ring Route)	Access - Enable Transport Choice	PI/I		1	\$\$
Auckland	Auckland Transport System Optimisation	Access - Social and Economic Opportunities	PBC/ DBC		1	\$
Waikato	SH2 Paeroa to Waihi Safe System Enhancements	Safety	DBC PI/I Pr		1	\$\$
Waikato	SH2 Pokeno (SH1) to Paeroa Safe System Enhancements	Safety	DBC PI/I Pr		1	\$\$
Waikato	SH23 Hamilton to Raglan Safer Corridor	Safety	DBC PI/I Pr		1	\$\$
Waikato	SH3 Hamilton to Te Awamutu and SH21 Safer Corridor	Safety	DBC PI/I Pr		1	\$\$
Waikato	Active Road User corridor Programme - Hamilton Safer Corridor	Safety	DBC PI/I Pr		1	\$
Waikato	SH25 Mangatarata (SH2) to Thames Safe System Enhancement	Safety	DBC PI/I Pr		1	\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
Waikato	SH25A Kopu to Hikuai Safety Management	Safety	DBC PI/I Pr		1	\$
Waikato	SH27 Kaihere Safer Corridor	Safety	DBC PI/I Pr		1	\$
Waikato	SH5 Tirau to Rotorua Safer Corridor	Safety	DBC PI/I Pr		1	\$
Bay of Plenty	SH2 Paeroa to Tauranga Safer Corridor	Safety	DBC PI/I Pr		1	\$\$\$
Bay of Plenty	SH30 Awakeri to Whakatane Safer Corridor	Safety	DBC PI/I Pr		1	\$\$
Bay of Plenty	SH30 Owhata to SH33 I/S Safer Corridor	Safety	DBC PI/I Pr		1	\$
Bay of Plenty	SH5 Barnard Rd to SH5/36 I/S Safer Corridor	Safety	DBC PI/I Pr		1	\$
Bay of Plenty	SH5/30 Intersection to Springfield Safe System Enhancements	Safety	DBC PI/I Pr		1	\$
Hawke's Bay	SH50 and SH50A (HB Expressway) Safer Corridor	Safety	DBC PI/I Pr		1	\$\$
Taranaki	SH3 Inglewood to Hawera Safer Corridor	Safety	DBC PI/I Pr		1	\$\$
Taranaki	SH3 Waitara to Bell Block Safer Corridor	Safety	DBC PI/I Pr		1	\$\$
Manawatū / Whanganui	Manawatu Gorge	Access - Resilience	DBC PI/I Pr	I	1	\$\$\$
Manawatū / Whanganui	SH3 Palmerston North to Ashhurst Safer Corridor	Safety	DBC PI/I Pr		1	\$\$
Manawatū / Whanganui	SH57 Queen St to Te Rohenga Rd Safer Corridor	Safety	DBC PI/I Pr		1	\$\$
Manawatū / Whanganui	SH2 Piripiri to Tataramoa Safer Corridor	Safety	DBC PI/I Pr		1	\$
Manawatū / Whanganui	SH57 Hewlitts Rd to Fitzherbert Safer Corridor	Safety	DBC PI/I Pr		1	\$
Wellington	SH2 Featherston to Upper Hutt Safe System Enhancement and resilience	Safety	DBC PI/I Pr		1	\$\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
Wellington	SH2 Wellington to Upper Hutt Safer Corridor	Safety	DBC PI/I Pr		1	\$\$
Wellington	Active Road User Corridor Programme - Wellington Safer Corridor	Safety	DBC PI/I Pr		1	\$
Tasman	SH6 Wakefield to Richmond Safer Corridor	Safety	DBC PI/I Pr		1	\$
Nelson	Active Road User Corridor Programme - Nelson Safer Corridor	Safety	DBC PI/I Pr		1	\$\$
Marlborough	SH6 Blenheim to Nelson Safer Corridor	Safety	DBC PI/I Pr		1	\$\$
Canterbury	SH1 Temuka to Dominion Road safe system enhancements	Safety	DBC PI/I Pr		1	\$\$
Canterbury	SH74 and 74A safer corridor	Safety	DBC PI/I Pr		1	\$\$
Canterbury	SH1 Templetons to Weedons Road safe system enhancements	Safety	DBC PI/I Pr		1	\$
Canterbury	SH73 Yaldhurst to Old West Coast Road safe system enhancements	Safety	DBC PI/I Pr		1	\$
Otago	SH88 safety management	Safety	DBC PI/I Pr		1	\$\$
Northland	Northland LED Replacement Programme	Environment	PI/I		2	\$
Auckland	Manukau Harbour Crossing	Access - Enable Transport Choice	I		2	\$\$
Auckland	Weigh Right Bombay	Safety	I Pr		2	\$
Auckland	Weigh Right Stanley Street	Safety	I		2	\$
Auckland	Auckland LED Replacement Programme	Environment	PI/I		2	\$
Waikato	SH26 Kirikiri Stream Bridge Replacement	Access - Resilience	PI/I Pr		2	\$\$
Waikato	Waikato Stock Effluent Disposal	Environment	I		2	\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
Waikato	SH30 Kopaki Bridge Replacement	Access - Resilience	DBC PI	I	2	\$
Waikato	Weigh Right Taupo	Safety	I Pr		2	\$
Waikato	Waikato LED Replacement Programme	Environment	I	I	2	\$\$
Bay of Plenty	Accelerated LED Renewals for SH Street Lighting	Environment	I	I	2	\$
Bay of Plenty	Weigh Right Paengaroa	Safety	I		2	\$
Bay of Plenty	Weigh Right Tauranga Port	Safety	I Pr		2	\$
Hawke's Bay	Weigh Right Napier Port	Safety	I Pr		2	\$
Manawatū / Whanganui	Stock Effluent Disposal	Environment	PI/I	I	2	\$
Manawatū / Whanganui	Weigh Right Ohakea	Safety	I Pr		2	\$
Wellington	Weigh Right MacKay	Safety	I		2	\$\$
West Coast	SH7 Ahaura River Bridge Replacement	Access - Resilience	PI/I		2	\$\$
West Coast	SH7 Stoney Creek Bridge	Access - Resilience	DBC PI/I		2	\$
West Coast	LED replacement programme	Environment	I		2	\$
Canterbury	Weigh Right Glasnevin	Safety	PI/I		2	\$\$
Canterbury	SH82 Elephant Hill Stream Bridge	Access - Resilience	DBC PI/I		2	\$
Canterbury	Weigh Right Rakaia	Safety	I Pr		2	\$
Otago	Beaumont bridge replacement	Access - Resilience	PI/I		2	\$\$
Northland	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$\$
Northland	SH1N/Tauroa St Intersection Improvement	Safety	DBC PI/I Pr		3	\$
Auckland	Low cost / low risk improvements 2018-21	All	PI/	PI/I	3	\$\$
Auckland	SH16/Joyce Adams Place intersection Improvement	Safety	DBC PI/I Pr		3	\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
Waikato	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$\$
Waikato	Active Road User Intersections	Safety	DBC PI/I Pr		3	\$
Waikato	SH1B Telephone Rd/Holland Rd Intersection Improvement	Safety	DBC PI/I Pr		3	\$
Waikato	SH27/Horrell Rd Intersection Improvement	Safety	DBC PI/I Pr		3	\$
Bay of Plenty	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$\$
Bay of Plenty	Active Road User Intersections	Safety	DBC PI/I Pr		3	\$
Gisborne	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$\$
Hawke's Bay	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$\$
Taranaki	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$\$
Manawatū / Whanganui	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$\$
Manawatū / Whanganui	SH1N/SH56 Intersection Improvement	Safety	DBC PI/I Pr		3	\$
Wellington	Low cost / low risk improvements 2018-21	All	PI	PI	3	\$\$
Tasman	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$\$
Nelson	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$
Marlborough	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$\$
West Coast	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$\$
Canterbury	Low cost / low risk improvements 2018-21	All	PI/I		3	\$\$
Canterbury	Active road user intersection improvements	Safety	DBC PI/I Pr		3	\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
Otago	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$\$
Otago	Active road user intersection improvements	Safety	PI/I		3	\$
Southland	Low cost / low risk improvements 2018-21	All	PI/I	PI/I	3	\$
Auckland	Noise Walls and Improvement Programme	Environment	I	I	4	\$\$\$
Auckland	SH16 and SH18 Connection and Squadron Drive improvements	Access - Social and Economic Opportunities	DBC		4	\$\$\$
Auckland	ITS Improvement Programme	Access - Social and Economic Opportunities	DBC PI/I		4	\$\$
Auckland	Improving short and medium term Airport Access	Access - Social and Economic Opportunities	DBC I Pr	Pr	4	\$\$
Auckland	SH16/Kahikatea Flat Rd I/S Improvement	Safety	DBC PI/I Pr		4	\$
Auckland	SH1 North of Albany Improvements	Access - Social and Economic Opportunities	DBC PI/I	I	4	\$
Waikato	SH29/SH27 Intersection Improvement	Safety	DBC PI/I Pr		4	\$\$
Waikato	SH26 Hamilton to Morrinsville Safer Corridor	Safety	DBC PI/I Pr		4	\$
Waikato	SH39 and SH31 Waikato Expressway to Otorohanga Safer Corridor	Safety	DBC PI/I Pr		4	\$
Waikato	Waikato ITS Improvement Programme	Access - Social and Economic Opportunities	DBC PI/I		4	\$
Bay of Plenty	BOP ITS Improvement Programme	Access - Social and Economic Opportunities	DBC PI/I		4	\$
Taranaki	Mangati Rd/SH3 Intersection Improvement	Safety	DBC PI/I Pr		4	\$
Taranaki	SH3/Princess St Intersection Improvement	Safety	DBC PI/I Pr		4	\$
Manawatū / Whanganui	Accessing Central New Zealand SH3 Napier Road	Access - Social and Economic Opportunities	I		4	\$\$
Manawatū / Whanganui	Accessing Central New Zealand SH3/54 Kairanga Bunnythorpe	Access - Social and Economic Opportunities	I	I	4	\$\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
Manawatū / Whanganui	Accessing Central New Zealand business case	Access - Social and Economic Opportunities	DBC	PI/I Pr	4	\$\$
Manawatū / Whanganui	SH3/Roberts Line South Intersection Improvement	Safety	DBC	PI/I Pr	4	\$
Manawatū / Whanganui	SH54/Kairanga Bunnythorpe Rd Intersection Improvement	Safety	DBC	PI/I Pr	4	\$
Wellington	ITS Improvement Programme	Access - Social and Economic Opportunities	DBC	PI/I	4	\$\$
Tasman	SH6/63 I/S to Lamb Valley Road Safety Management	Safety	DBC	PI/I Pr	4	\$
Nelson	Noise Walls and Improvement Programme	Environment	PI/I	PI/I	4	\$
West Coast	SH6 Westport to Greymouth Safer Corridor	Safety	DBC	PI/I Pr	4	\$
Canterbury	ITS improvement programme	Access - Social and Economic Opportunities	DBC	PI/I	4	\$\$
Canterbury	SH75 Seabridge Road to Duckpond Road safer corridor	Safety	DBC	PI/I Pr	4	\$
Otago	Grant Rd to Kawarau Falls Bridge improvements	Access - Social and Economic Opportunities	PI/I Pr	I	4	\$\$
Otago	SH6A corridor improvements	Access - Social and Economic Opportunities	DBC	PI/I Pr	4	\$\$
Otago	SH8 Lawrence to Burma Road safer corridor	Safety	DBC	PI/I Pr	4	\$
Otago	SH8/SH8B intersection improvement	Safety	DBC	PI/I Pr	4	\$
Otago	ITS improvement programme	Access - Social and Economic Opportunities	DBC	PI/I Pr	4	\$
Otago	SH6 Ladies Mile corridor improvements	Access - Social and Economic Opportunities	DBC	PI/I Pr	4	\$
Northland	SH1 Ohaeawai to Whangarei safety improvements	Safety	DBC	PI/I	5	\$\$
Northland	SH1 Loop Road North to Smeatons Hill Safety Improvement	Safety	I		5	\$
Auckland	SH20 and SH20B Southern and Eastern Airport Access Improvements	Access - Social and Economic Opportunities	DBC	PI Pr	5	\$\$\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
Auckland	SH1 Papakura to Bombay	Access - Social and Economic Opportunities	PI/I Pr	I	5	\$\$\$
Auckland	Sea level rise north of Hbr Bridge -Esmonde Rd interchange	Access - Resilience	DBC PI/I Pr	I	5	\$\$
Auckland	SH1 Dome Valley Safety Improvements	Safety	I		5	\$\$
Auckland	SH16 Brigham Creek to Waimauku Safety Improvements	Safety	PI/I Pr		5	\$\$
Auckland	SH22 and SH1 (Drury) to Paerata Safety improvements	Safety	DBC PI/I Pr		5	\$\$
Auckland	SH1 Warkworth - Hill Street intersection improvements	Safety	DBC PI/I Pr		5	\$\$
Auckland	SH1 North of Albany PT Reliability improvements	Access - Enable Transport Choice	DBC PI/I		5	\$
Auckland	Auckland Harbour Bridge barrier upgrade	Safety	PI/I		5	\$
Waikato	SH1N/SH29 Intersection Improvement	Safety	DBC PI/I Pr		5	\$\$
Waikato	SH27 South of Matamata Safer Corridor	Safety	DBC PI/I Pr		5	\$\$
Waikato	SH5/SH28 Harwoods Intersection Improvement	Safety	DBC PI/I Pr		5	\$\$
Waikato	SH24 and SH28 Matamata to Putaruru Safer Corridor	Safety	DBC PI/I Pr		5	\$
Waikato	SH1 South-East Hamilton Improvements	Access - Social and Economic Opportunities	I Pr		5	\$
Waikato	SH5 Mihi to Wairakei safety	Safety	PI/I		5	\$
Waikato	SH3 Te Kuiti to New Plymouth Safer Corridor	Safety	DBC PI/I Pr		5	\$\$
Waikato	SH1 Taupo to Waiouru Safety Management and Resilience	Access - Resilience	DBC PI/I Pr		5	\$
Bay of Plenty	SH33/SH30 Intersection Improvement	Safety	DBC PI/I Pr		5	\$
Gisborne	Integrated Transport Priority Plan & Project Delivery	Access - Economic and Social Opportunities	DBC PI/I	I	5	\$\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
Taranaki	Corbett Road/SH3 Intersection Improvement	Safety	DBC PI/I Pr		5	\$
Taranaki	SH3 Urenui to Uruti Safety Management	Safety	DBC PI/I Pr		5	\$
Manawatū / Whanganui	Kairanga Bunnythorpe Rd/SH3 Intersection Improvement	Safety	DBC PI/I Pr		5	\$\$
Manawatū / Whanganui	SH57 Kimberley Rd to Queen St Safer Corridor	Safety	DBC PI/I Pr		5	\$
Manawatū / Whanganui	SH57/Queen St East Intersection Improvement	Safety	DBC PI/I Pr		5	\$
Wellington	Resilient Port Access	Access - Resilience	DBC PI/I Pr		5	\$\$
Wellington	Let's Get Wellington Moving	Access - Social and Economic Opportunities	DBC PI	PI/I Pr	5	\$\$\$
Wellington	SH2/Whakatiki St intersection improvement	Safety	DBC PI/I Pr		5	\$
Wellington	Ngauranga to Petone Resilience and Walking and Cycling Link	Access - Resilience	PI/I	I	5	\$\$
Marlborough	SH6/Bells Road I/S Improvement	Safety	DBC PI/I Pr		5	\$
Canterbury	Noise walls programme	Environment	I		5	\$
Otago	Stanley St corridor improvements	Access - Social and Economic Opportunities	DBC PI/I Pr	I	5	\$\$\$
Otago	SH6, SH8B and SH8 Gibbston to Clyde safer corridor and Nevis Bluff rockfall protection	Access - Resilience	DBC PI/I Pr		5	\$
Otago	Dunedin - Port Chalmers safety improvements	Safety	I		5	\$
Southland	SH1S Bluff Highway/ Elles Road intersection improvement	Safety	DBC PI/I Pr		5	\$
Northland	SH1 Rangiahua Bridge	Access - Resilience	DBC PI/I Pr	DBC PI/I Pr	6	\$\$
Northland	SH11 Kawakawa to SH10 Safer Corridor and Resilience	Access - Resilience	DBC PI/I Pr	DBC PI/I Pr	6	\$\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
Northland	SH1N Kaitaia to Ohaeawai Safer Corridor and Resilience	Access - Resilience	DBC PI/I Pr	DBC PI/I Pr	6	\$
Waikato	SH3 Awakino Tunnel Bypass	Access - Resilience	I		6	\$\$
Waikato	SH1 Piarere to Tokoroa Safer Corridor	Safety	DBC PI/I Pr		6	\$\$
Waikato	Hamilton Southern Links	Access - Social and Economic Opportunities	PI Pr		6	\$\$\$
Bay of Plenty	SH2 Matata to Opotiki (Waimana Gorge) Safer Corridor and Resilience	Access - Resilience		DBC PI/I Pr	6	\$\$
Bay of Plenty	SH5/36 Intersection to Dalbeth Rd Safer Corridor	Safety	DBC PI/I Pr		6	\$\$
Bay of Plenty	SH35 Opotiki to Gisborne Safer Corridor and Resilience	Access - Resilience		DBC PI/I Pr	6	\$
Bay of Plenty	SH5 Dalbeth Rd to Tepapa Safer Corridor	Safety		DBC PI/I Pr	6	\$
Bay of Plenty	SH5/38 Intersection to Springfield Safer Corridor	Safety		DBC PI/I Pr	6	\$
Bay of Plenty	SH30 Te Teko to Onepu Spring Rd Safer Corridor	Safety		DBC PI/I Pr	5	\$
Bay of Plenty	SH30A Rotorua Urban improvements	Environment	PI/I		6	\$
Gisborne	SH2 Inter-Regional Connections	Access - Resilience	PBC		6	\$
Gisborne	Eastland Port Access	Access - Economic and Social Opportunities	PI/I Pr		6	\$
Gisborne	SH2 Opotiki to Gisborne via Waioeka Gorge Safety Management and Resilience	Access - Resilience		DBC PI/I Pr	6	\$\$
Gisborne	SH35 Upgrade and connecting routes	Access - Economic and Social Opportunities	PBC		6	\$
Hawke's Bay	SH5 Napier to Taupo PBC	Access - Resilience	PBC		6	\$
Hawke's Bay	SH2 Wairoa to SH 5 Napier Safety Management	Safety	DBC PI/I Pr		6	\$
Hawke's Bay	SH2 Takapau to Hastings Safer Corridor	Safety	DBC PI/I Pr		6	\$\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
Hawke's Bay	SH2 Wairoa to Bay View Safety Improvements	Safety	I		6	\$
Taranaki	Keeping New Plymouth moving and growing	Access - Social and Economic Opportunities	PBC		6	\$
Manawatū / Whanganui	SH4 Tohunga Junction to Whanganui Safety Improvements	Access - Resilience		DBC PI/I Pr	6	\$
Nelson	SH6 Nelson to Richmond Safe System Enhancements	Safety	DBC PI/I Pr		6	\$
Nelson	SH6 Rocks Road Offroad Shared Pathway	Safety	PI	I	6	\$
Marlborough	Opawa Bridge Replacement	Access - Resilience	I		8	\$\$
Marlborough	SH1 Blenheim to Seddon Safe System Enhancements	Safety	DBC PI/I Pr		6	\$\$
Canterbury	SH1 Waipara to Kaiapoi safer corridor	Safety	DBC PI/I Pr		6	\$\$
Canterbury	Waimakariri Bridge safety and reliability improvements	Safety	DBC	PI/I	6	\$\$
Canterbury	SH75 Halswell Road Improvements	Access- Enable Transport Choice	DBC		6	\$\$
Otago	SH1 Mosgiel to Milton safety management	Safety	DBC PI/I Pr		6	\$\$
Northland	SH12 Opononi town centre improvements & resilience improvements	Environment	DBC PI/I		7	\$
Waikato	SH5 Rotorua to Wairakei Safety Management	Safety	DBC PI/I Pr		7	\$\$
Waikato	SH3 Te Awamutu to Te Kuiti Safer Corridor	Safety	DBC PI/I Pr		7	\$
Waikato	SH26 Onetai Stream Bridge Replacement	Access - Resilience	DBC PI/I Pr		7	\$
Nelson	Nelson Southern Links	Access - Social and economic opportunities	DBC		7	\$\$
Canterbury	SH1 Raikaia to Ashburton Safer Corridor	Safety	DBC PI/I Pr		7	\$\$
Canterbury	SH76 Brougham St Corridor Improvements	Access - Social and Economic Opportunities	DBC	PI/I Pr	6	\$\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
Canterbury	Rolleston Interconnection Improvements	Access – Social and Economic Opportunities	DBC	PI/I Pr	6	\$\$
Canterbury	Rolleston Intersection Improvements	Access – Social and Economic Opportunities	DBC	PI/I Pr	6	\$
Northland	SH10 Awanui to Kawakawa Safer Corridor	Safety		DBC PI/I Pr	1	\$\$
Auckland	SH16 Stoney Creek Rd to Helensville Safer Corridor	Safety		DBC PI/I Pr	1	\$\$
Auckland	SH1N Ruakaka to Wellsford Safe System Enhancements	Safety		DBC PI/I Pr	1	\$
Waikato	SH25 Tairua to Whitianga Safer Corridor	Safety		DBC PI/I Pr	1	\$\$\$
Waikato	SH25 Mangatarata (SH2) to Thames Safer Corridor	Safety		DBC PI/I Pr	1	\$\$
Bay of Plenty	SH36 Tauranga to Ngongotaha Safer Corridor	Safety		DBC PI/I Pr	1	\$
Taranaki	SH45 New Plymouth to Hawera Safer Corridor	Safety		DBC PI/I Pr	1	\$
Manawatū / Whanganui	SH1 Sanson to Paraparaumu Safe System Enhancements	Safety		DBC PI/I Pr	1	\$
Wellington	SH2 Featherston to Masterton Safe System Enhancement	Safety		DBC PI/I Pr	1	\$\$
Wellington	SH58 Porirua to SH2 Upper Hutt Safe System Enhancement	Safety		DBC PI/I Pr	1	\$
Wellington	LED Replacement Programme	Environment		PI/I	2	\$
Canterbury	LED replacement programme	Environment	I	PI/I	2	\$\$
Waikato	SH26 Morrinsville to Kopu Safer Corridor	Safety		DBC PI/I Pr	4	\$
Waikato	Noise Walls and Improvement Programme	Environment		PI/I	4	\$
Hawke's Bay	SH5 Tarawera to SH 2 Safer Corridor	Safety		DBC PI/I Pr	4	\$
Manawatū / Whanganui	SH56 Makerua (SH57) to Palmerston North Safer Corridor and Resilience	Safety		DBC PI/I Pr	4	\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
Wellington	SH1 Tawa through CBD - Interim Optimisation Measures	Access - Social and Economic Opportunities		PI/I	4	\$\$
Wellington	Noise Walls and Improvement Programme	Environment		PI/I	4	\$\$
West Coast	SH73 Resilience Project	Access - Resilience		DBC PI/I Pr	6	\$\$
West Coast	SH6 Greymouth to Haast Safer and Resilience improvements	Safety		DBC PI/I Pr	4	\$\$
West Coast	SH7 Reefton to Springs Junction Safer Corridor	Safety		DBC PI/I Pr	4	\$
Northland	SH1N Cape Reinga to Ohaeawai Safer Corridor	Access - Resilience		DBC PI/I Pr	5	\$\$
Auckland	SH16 Ingelton Rd to Port Albert Rd Safer Corridor	Safety		DBC PI/I Pr	5	\$
Auckland	SH16 Wellsford to Helensville Safer Corridor and Resilience	Access - Resilience		DBC PI/I Pr	6	\$
Waikato	SH1B Taupiri to Cambridge Safer Corridor	Safety		DBC PI/I Pr	5	\$
Waikato	SH25 Coromandel Integrated Improvements	Resilience	DBC	PI/I	5	\$\$
Bay of Plenty	SH2 from SH33 to Matata Safety Management	Safety		DBC PI/I Pr	5	\$
Bay of Plenty	SH2 Matata to Station Rd Safer Corridor	Safety		DBC PI/I Pr	5	\$
Bay of Plenty	SH30 Rotorua to Atiamuri Safety Management	Safety		DBC PI/I Pr	5	\$
Taranaki	SH3 Epiha Rd to Turangi Rd Safer Corridor	Safety		DBC PI/I Pr	5	\$
Taranaki	SH3 Hawera to Whanganui Safer Corridor	Safety		DBC PI/I Pr	5	\$
Taranaki	SH3A Bell Block to Inglewood Safer Corridor	Safety		DBC PI/I Pr	5	\$
Taranaki	Noise Walls and Improvement Programme	Environment		PI/I	4	\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
Manawatū / Whanganui	Palmerston North Integrated Transport Improvements	Access - Social and Economic Opportunities	DBC PI	I	5	\$
Manawatū / Whanganui	SH1 Waiouru to Bulls Safety and Resilience improvements	Safety		DBC PI/I Pr	5	\$
Manawatū / Whanganui	SH3 and SH1N Whanganui to Palmerston North Safer Corridor	Safety		DBC PI/I Pr	5	\$
Manawatū / Whanganui	SH54 Feilding to SH3 Palmerston North Safer Corridor	Safety		DBC PI/I Pr	5	\$
Manawatū / Whanganui	SH57 Tokomaru to Hewlitts Rd Safer Corridor	Safety		DBC PI/I Pr	5	\$
Tasman	SH60 Motueka to Collingwood Safer Corridor	Safety		DBC PI/I Pr	5	\$\$
Tasman	SH60 Richmond to Motueka Safer Corridor	Safety		DBC PI/I Pr	5	\$
West Coast	SH6/SH67 Murchison to Westport Safety Management	Safety		DBC PI/I Pr	5	\$
Canterbury	SH75 Little River to Seabridge Road safer corridor	Safety		DBC PI/I Pr	5	\$\$
Canterbury	SH1 Greta Valley to Davaar Road safer corridor	Safety		DBC PI/I Pr	5	\$
Otago	SH1 Milton to Gore safer corridor	Safety		DBC PI/I Pr	5	\$
Otago	SH6 Wanaka to Luggate safer corridor	Safety		DBC PI/I Pr	5	\$
Otago	SH8 Omarama to Cromwell and SH8A safer corridor	Safety		DBC PI/I Pr	5	\$
Otago	SH1 Milton to Gore safer corridor	Safety		DBC PI/I Pr	5	\$
Otago	SH6 Wanaka to Luggate safer corridor	Safety		DBC PI/I Pr	5	\$
Otago	SH8 Omarama to Cromwell and SH8A safer corridor	Safety		DBC PI/I Pr	5	\$
Northland	SH12 Rawene to Waipoua Forest	Access - Resilience		DBC PI/I Pr	6	\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
Northland	SH1 Pakaraka to SH10 Puketona resilience	Access - Resilience		DBC PI/I Pr	6	\$\$
Northland	SH1N Kawakawa to Ohaeawai Safer Corridor and Resilience	Access - Resilience		DBC PI/I Pr	6	\$\$
Northland	SH12 Dargaville to Paparoa	Access - Resilience		DBC PI/I Pr	6	\$
Waikato	SH1 Tokoroa to Taupo Safer Corridor	Safety		DBC PI/I Pr	6	\$\$
Taranaki	SH43 Improvements safety and access	Safety		DBC PI/I Pr	6	\$
Manawatū / Whanganui	SH2 Woodville to Masterton Safety Management	Safety		DBC PI/I Pr	7	\$
Manawatū / Whanganui	SH57 Poison Hill Dr to Aokautere Safer Corridor	Safety		DBC PI/I Pr	6	\$
Manawatū / Whanganui	SH57 Te Rohenga Rd to Shannon Safer Corridor	Safety		DBC PI/I Pr	6	\$
Tasman	SH6 south of Tapawera Safer Corridor	Safety		DBC PI/I Pr	6	\$
Tasman	SH60 Richmond to Appleby Safer Corridor	Safety		DBC PI/I Pr	6	\$
Marlborough	SH1 Blenheim to Kaikoura Safe System Enhancements	Safety		DBC PI/I Pr	6	\$
Marlborough	SH1 Picton to Blenheim Safer Corridor	Safety		DBC PI/I Pr	6	\$
Canterbury	SH1 Oaro to Cheviot safer corridor and resilience	Access - Resilience		DBC PI/I Pr	6	\$\$
Canterbury	SH73 Yaldhurst to Railway Rd intersection safer corridor	Safety		DBC PI/I Pr	6	\$\$
Canterbury	SH75 Christchurch to Akaroa safe system enhancements	Safety		DBC PI/I Pr	6	\$
Canterbury	SH1 Dominion Rd to SH1/8 I/S safer corridor	Safety		DBC PI/I Pr	6	\$\$
Canterbury	SH1 Hinds to Winchester safer corridor	Safety		DBC PI/I Pr	7	\$\$
Canterbury	SH1 Dunsandel Road to Rakaia safer corridor	Safety		DBC PI/I Pr	6	\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
Canterbury	SH7 and SH7A Waipara to Hanmer Springs Safer Corridor and Resilience	Access - Resilience		DBC PI/I Pr	5	\$
Otago	SH1 Oamaru to Dunedin safety management and resilience	Access - Resilience		DBC PI/I Pr	6	\$\$
Otago	SH8 Alexandra to Doctors Point safer corridor	Safety		DBC PI/I Pr	6	\$
Otago	SH6 Cromwell to Queenstown Safer Corridor and Resilience	Access - Resilience	DBC PI/I Pr	DBC PI/I Pr	5	\$\$
Otago	SH1 Oamaru to Dunedin safety management and resilience	Access - Resilience		DBC PI/I Pr	6	\$\$
Otago	SH8 Alexandra to Doctors Point safer corridor	Safety		DBC PI/I Pr	6	\$
Otago	SH6 Cromwell to Queenstown Safer Corridor and Resilience	Access - Resilience	DBC PI/I Pr	DBC PI/I Pr	5	\$\$
Northland	Rest Area Strategy DBC	Environment				
PROPOSED WALKING AND CYCLING ACTIVITIES						
Auckland	City Southern Cycle Link	Access - Enable Transport Choice	DBC		5	\$
Auckland	Skypath	Access - Enable Transport Choice	DBC PI/I Pr		5	\$\$
Auckland	Seapath	Access - Enable Transport Choice	DBC PI/I Pr		5	\$\$
Auckland	Northern Connections	Access - Enable Transport Choice	DBC	DBC	5	\$
Auckland	SH16 Gladstone to Alten Road	Access - Enable Transport Choice	DBC		5	\$
Auckland	SH16 Stanley St Pedestrian Crossing	Access - Enable Transport Choice	DBC		5	\$
Auckland	SH20 / Queenstown Road / Hendry Avenue	Access - Enable Transport Choice	DBC		5	\$
Waikato	SH1 Hamilton to Cambridge Cycle Connection - Section 1	Access - Enable Transport Choice	I		5	\$

REF	ACTIVITY NAME	GPS STRATEGIC PRIORITY	PHASE		NATIONAL PRIORITY	COST
			2018-2021	2021-2028		
Wellington	SH1 Ngauranga Gorge Cycling improvements	Access - Enable Transport Choice		I	5	\$
Wellington	Let's Get Wellington Moving	Access - Enable Transport Choice	DBC PI		5	\$\$\$
Waikato	Hamilton Urban Improvements - Suburban cycle routes	Access - Enable Transport Choice	DBC PI/I Pr		6	\$
Hawke's Bay	Feasibility study for a Napier to Gisborne Cycleway	Access - Enable Transport Choice		DBC PI/I	6	\$
Manawatū / Whanganui	Manawatu River Bridge SH3 Ashhurst Cycle/walkway	Access - Enable Transport Choice		I	6	\$
Otago	Wakatipu Walking/Cycling network improvements	Access - Enable Transport Choice	DBC PI/I Pr	I	6	\$\$
PROPOSED PUBLIC TRANSPORT ACTIVITIES						
Wellington	Let's Get Wellington Moving	Access - Enable Transport Choice	DBC PI		5	\$\$\$
Otago	SH6 Park and Ride facilities	Access - Enable Transport Choice	DBC PI/I Pr	I Pr	5	\$
Otago	SH6 Park and Ride facilities	Access - Enable Transport Choice	DBC PI/I Pr	I Pr	5	\$
Waikato	Hamilton Urban Improvements - Bus priority hotspots	Access - Enable Transport Choice	DBC PI	I	6	\$