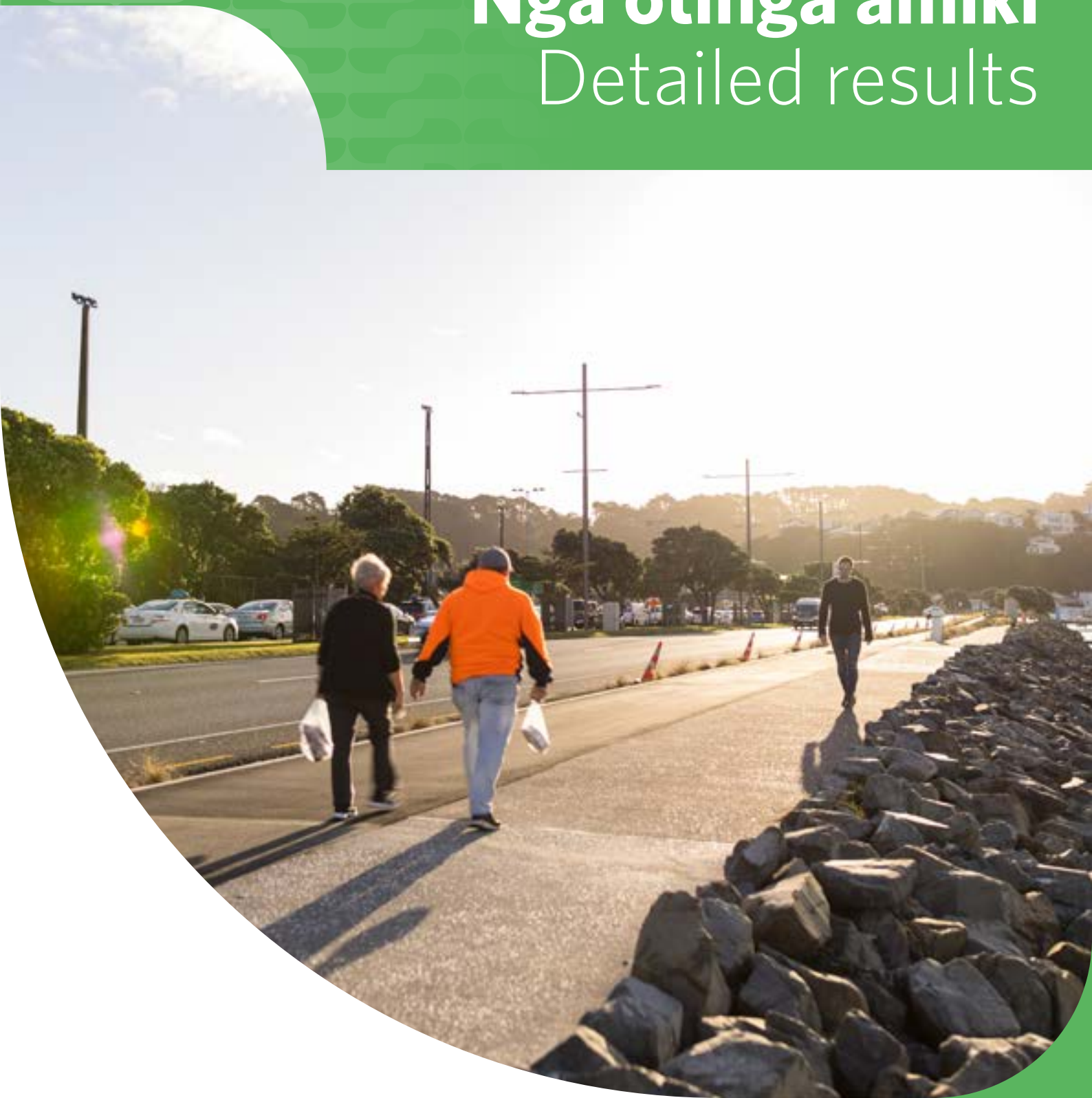


Ngā otinga āmiki

Detailed results



Detailed results

Delivering on the Government Policy Statement on land transport 2018

Safety

Vision Zero is a world-leading ethical transport approach that says it is unacceptable for anyone to be killed or seriously injured while travelling or working on the land transport system. With some of the worst road safety outcomes in the OECD, New Zealand has a long way to go before Vision Zero is achieved. On average, one person is killed every day on New Zealand roads and another seven are seriously injured, with devastating social and economic consequences.

The Government Policy Statement on land transport (GPS) 2018 safety objective targets a land transport system that is a safe system, free of death and serious injury. The 2018–21 National Land Transport Programme (NLTP) aimed to contribute towards achieving this objective by investing in the long- and short-term GPS results shown in Table 4.

For this last year of the 2018–21 NLTP, the government's approach to reducing deaths and serious injuries has been guided by Road to Zero, the government's national road safety strategy. Road to Zero is a 10-year strategy to guide improvement in road safety in New Zealand from 2020. It has an overarching vision of a New Zealand where no one is killed or seriously injured in road crashes (Vision Zero), with a target of a 40 percent reduction in deaths and serious injuries by 2030 (from 2018 levels).

Safety continues to be a strategic priority in GPS 2021, with a focus on developing a land transport system that is free of death and serious injury and a dedicated Road to Zero activity class.

Table 4: GPS 2018 target results – safety

Long-term result	Significant reductions in deaths and serious injuries
Short-term results	<ul style="list-style-type: none">Renewed strategic focus to have the greatest impact on reducing death and serious injury (including developing a new road safety strategy and action plan)State highways and local roads are safer for everyoneCycling and walking are saferEffective enforcement activity to promote safe behaviour by road usersSafer road use through appropriate education and promotion activities and regulatory changes

The following sections summarise:

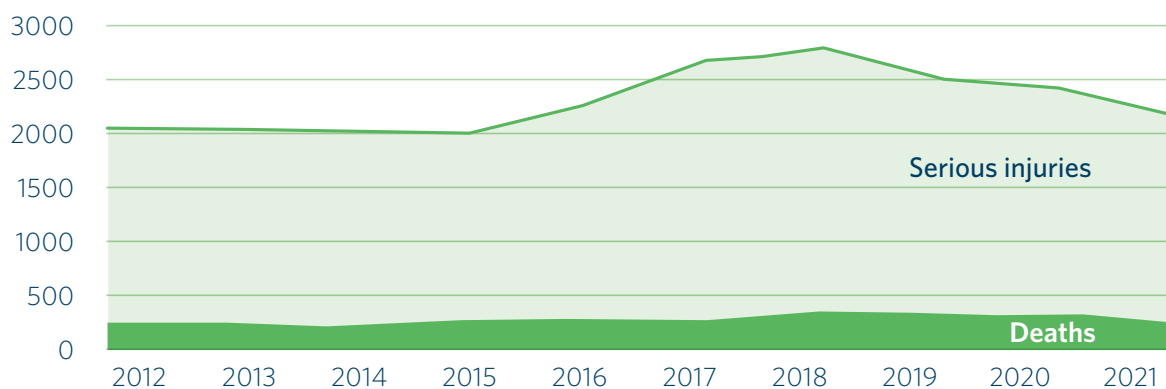
- progress toward long-term GPS results
- investment in GPS results through the 2018–21 NLTP.

Progress toward GPS results

Significant reduction in deaths and serious injuries

In the year to 31 March 2021, there were 2491 deaths and serious injuries from land transport, a decrease of 312 deaths and serious injuries compared to the previous 12 months (Figure 1). Since 31 March however, deaths and serious injuries have begun to rise; as at 30 June 2021, there were 160 more deaths and serious injuries than in the previous 12 months.

Figure 1: Deaths and serious injuries, 2012–2021 (12-month rolling total)



While the COVID-19 lockdowns initially led to fewer road deaths and serious injuries, they also affected delivery of several Road to Zero activities, including the Tackling Unsafe Speeds Programme, Road to Zero Speed and Infrastructure Programme and Road Safety Partnership Programme delivered with New Zealand Police.

The Tackling Unsafe Speeds Programme is being reset after a health check. The new Road Safety Partnership Programme for 2021–24 has been developed with stronger programme assurance mechanisms in place to support improved performance. See pages 28 - 29 for detailed information on these and the Road to Zero Speed and Infrastructure Programme.

Investment in GPS results through the 2018–21 NLTP

The 2018–21 NLTP invested approximately \$3.6 billion in safety-related benefits. See the following page for some of the highlights of the NLTP's investment in safety-related benefits over the last three years.

GPS 2018 result

Investment highlights

<p>Renewed strategic focus to have the greatest impact on reducing death and serious injuries</p>	<p>The launch of Road to Zero in December 2019 reset the government's focus on road safety, targeting five focus areas that have the most impact on reducing deaths and serious injuries: infrastructure improvements and speed management, system management, vehicle safety, road user choices and work-related road safety.</p> <p>In December 2019 the government also released its initial Road to Zero action plan, for 2020–22. Waka Kotahi worked with its road safety partners (the Ministry of Transport, Police, ACC, WorkSafe, and regional and local government) to identify how this action plan would be implemented and what activities to invest in across the five Road to Zero focus areas.</p> <p>In March 2021 Waka Kotahi completed its Road to Zero implementation plan for 2020–22. Implementation of several activities are already underway, including the Road to Zero Speed and Infrastructure Programme. Once published, the 2021–24 NLTP will provide a snapshot of what Road to Zero investment will look like in 2022 and beyond.</p>
<p>State highways and local roads are safer for everyone</p>	<p>Over \$1 billion of safety improvements were made through the Road to Zero Speed and Infrastructure Programme, with the programme exceeding its deaths and serious injury savings target for the 2018–21 NLTP period (168 deaths and serious injuries saved against a target of 160). Safety improvements invested in included implementation of safe and appropriate speeds across 585 km of the state highway network.</p> <p>As described earlier in this report, delivery of the programme's activities was affected by COVID-19, resulting in fewer improvements made than planned over the 2018–21 NLTP period.</p>
<p>Cycling and walking are safer</p>	<p>Perceptions of cycling safety generally improved between 2018 and 2020, with little change to perceptions of walking safety.⁵</p> <p>Investing in dedicated walking and cycling facilities is an important part of making walking and cycling safer. Over 2018–21, \$319 million from the NLTF was invested in walking and cycling.</p> <p>See the Access section (from page 224) for information on walking and cycling investment.</p>
<p>Effective enforcement activity to promote safe behaviour by road users</p>	<p>Over 2018–21, more than \$1 billion from the NLTF was invested in the road policing activity class to fund delivery of the Road Safety Partnership Programme 2019–21. The programme was developed collaboratively by New Zealand Police, Waka Kotahi and the Ministry of Transport and aimed to contribute to achieving the Road to Zero deaths and serious injuries reduction target.</p> <p>The Road Safety Partnership Programme 2019–21 ended in July 2021. For detailed programme results see page 29.</p>

⁵ Results in this section are from the Waka Kotahi Understanding Attitudes and Perceptions of Cycling and Walking survey. Numbers are based on a sample of 2,256 adults aged 18 years and over, living in Auckland, Wellington, Christchurch, Hamilton, Tauranga and Dunedin. Data reported was collected from late May through to the end of June. In 2020, data collection started when the country was COVID-19 alert level 2, transitioning to alert level 1 by the end of May and remaining at Level 1 throughout the rest of the data collection. People's experiences of active modes during lockdown may have influenced their answers to some of these questions.

Safer road use through appropriate education and promotion activities and regulatory changes

Over 2018–21, \$140 million from the NLTF was invested in road safety promotion and demand management. New campaigns launched over 2020/21 included:

- the speed campaign *Apprentice*, launched in November 2020
- the drink driving prevention campaign *Doors*, launched in December 2020
- an active transport campaign targeted at main metro areas, with a focus on being considerate and sharing the road with other users
- a new winter motorcycle campaign was rolled out to build on the current *Respect every ride* initiative.

New drink-driving prevention advertising campaign - Doors

Every year, 400 people continue to be killed or seriously injured in a road crash where the driver was over the legal alcohol limit. While the message to not drink and drive is widely acknowledged, many drivers have become complacent.

Launched on Sunday 6 December 2020, *Doors* is the new drink-driving advertising campaign that targets males aged 25 to 45 who continue to drive after more than a few drinks.

Doors encourages people to recognise the inconvenience of not having their car in the morning is far better than the potential consequences of driving after drinking. The campaign shows the different ways the choice to drive after drinking could play out and reminds people better options are available, wherever they are and wherever they live.

The campaign has been rolled out through television, cinemas, billboards, Facebook, YouTube, video on demand (such as TVNZ), and posters and coasters in provincial pubs.



Access

The access objective of GPS 2018 was about creating a land transport system that:

- provides increased access to economic and social opportunities
- enables transport choice and access
- is resilient.

The 2018–21 NLTP aimed to contribute towards achieving this objective by investing in the long and short-term GPS results shown in Table 5.

The better travel options strategic priority of GPS 2021 continued to focus on providing people with better transport options to access social and economic opportunities, along with a more explicit focus on climate change and improving freight connections.

Table 5: GPS 2018 target results – access

Long-term results	<ul style="list-style-type: none">• Increased mode shift from private vehicle trips to walking, cycling and public transport• More transport choice (including for people with less or limited access to transport)• Metropolitan and high-growth urban areas are better connected and accessible• Improved network resilience for the most critical connections• Better access to markets and business areas and supports tourism• Sustainable economic development of regional New Zealand is supported by safer and better transport connections
Short-term results	For short-term results, see GPS 2018. ⁶

The following sections summarise:

- progress toward long-term GPS results
- investment in GPS results through the 2018–21 NLTP.

Progress toward GPS results

Increased mode shift from private vehicle trips to walking, cycling and public transport

Results from the Household Travel Survey indicate that there has been little change in mode share over the last three years; in 2021, most trips nationwide continued to be by car or van (83.4%), with pedestrian trips the next most common (11.4%).

The proportion of people using public transport and active modes increased marginally, from 15.1% in 2018 to 15.8% in 2021. For more information see the 2020/21 Waka Kotahi annual report.

⁶ See www.transport.govt.nz/assets/Uploads/Report/Government-Policy-Statement-on-land-transport-2018.pdf.

Karangahape Road receives people-friendly upgrade

In June 2021, Minister for Transport Hon Michael Wood and Auckland Mayor Phil Goff joined mana whenua to celebrate the completion of the Karangahape Road Enhancements project. The project was part of the Urban Cycleways Programme, a \$333 million investment to accelerate the delivery of cycling networks in main urban centres.⁷

At the celebration, Mayor Goff said, “It’s fantastic to celebrate the completion of the Karangahape Road upgrade. This is a \$30 million project that has delivered wider footpaths, more street trees, new street furniture, improved lighting and a protected cycleway for K Road”.

The project included widening footpaths to support a better outdoor dining experience for local cafés, two rainbow crossings, native planting, separated cycleways on both sides of the street, bike parking, and improved bus shelters and bus lanes.

“The upgrades to Karangahape Road make an iconic street even better. They mean people can safely walk and cycle in the city, which will help people leave the car at home – reducing congestion and emissions”, Minister Wood said.

The Urban Cycleways Programme ran from late 2014 to 30 June 2021, with 41 of its 54 projects completed and another 11 in construction.⁸ Nine of the 11 projects are forecasting completion by 30 June 2022 and two are forecasting completion by 30 June 2023. See the *Regional highlights* section (from page 247) for the work completed in each region and under way.

Waka Kotahi is completing a final report on the programme, focusing on lessons learned and how they can be used to improve delivery of walking and cycling facilities.



7 Urban Cycleways Programme funding was \$333 million, including \$100 million from the Urban Cycleways Fund. As at 30 June 2021, \$98.6 million of the fund had been spent.

8 Two of the 54 projects were descoped; the Wellington City Council central business district route package and the Christchurch City Council Northern Line Cycleway. Due to significant issues identified through community engagement, the Wellington City Council central business district route package was included in Let’s Get Wellington Moving and its Urban Cycleways Fund allocation was transferred to the other Wellington Urban Cycleways Programme projects. The Christchurch City Council Northern Line Cycleway was put on hold due to significant issues with access to the rail corridor and delays in negotiations between Christchurch City Council and KiwiRail. The Urban Cycleways Fund allocation for this project was redirected to the Rapanui-Shagrock Cycleway.

Investment in GPS results through the 2018–21 NLTP

The 2018–21 NLTP invested \$5.6 billion in access-related benefits. See below for some of the highlights of the NLTP's investment in environment-related benefits over the last three years.

GPS 2018 result	Investment highlights
<p>Improved network resilience for the most critical connections</p>	<p>Physical completion of the Kaikōura restoration was achieved in 2021. This was supported by strong partnerships between Waka Kotahi, Te Rūnanga o Kaikōura, and Kaikōura District Council as well as by the Restoration Liaison Group, Cultural Advisory Group and local community.</p> <p>Good progress is also being made on the \$620 million Te Ahu a Turanga, Manawatū–Taranui highway, which is being built in response to a major slip in April 2017 that left SH3 through Manawatū Gorge impassable. The project has set new benchmarks for approaching health and safety, wellbeing, iwi partnership and social outcomes.</p> <p>In 2020, the National Resilience Programme Business Case was developed, which rates nationally important risks from natural hazards in the land transport system and recommends a programme of system responses to those risks. It is being used to help achieve balanced investment across resilience and other important benefits through the 2021–24 NLTP.</p>
<p>Better access to markets and business areas and supports tourism</p>	<p>Waka Kotahi completed its freight action plan, which will be reviewed after the 2021–24 NLTP comes into effect and again after the Ministry of Transport's national supply chain strategy is released. As borders reopen, tourism will continue to be an important part of the New Zealand economy. GPS 2021 includes a focus on supporting the government's tourism strategy by providing resilient, safe transport infrastructure that offers choice and eases the end-to-end journey.</p>
<p>Increased mode shift from private vehicle trips to walking, cycling and public transport</p>	<p>In 2020/21, Waka Kotahi invested in 85.3 km of walking and cycling facilities. This included 13.5 km of facilities delivered through the Urban Cycleways Programme, which is now nearing completion. More facilities would have been delivered if not for COVID-19 disruptions to construction works and other programme activities.</p>
<p>Metropolitan and high-growth urban areas are better connected and accessible</p>	<p>Mode-shift plans have been developed for Auckland, Christchurch, Hamilton, Queenstown, Tauranga and Wellington. Waka Kotahi continues to work with Kāinga Ora, councils and its other partners to support integrated transport and spatial planning that reduces the need to travel and improves transport connections.</p>
<p>More transport choice (including for people with less or limited access to transport)</p>	<p>As a collaborative effort between Waka Kotahi, Auckland Transport, the Greater Wellington Regional Council, Environment Canterbury and the Regional Consortium, the national ticketing solution (Project NEXT) will harness digital technologies to create a single ticketing system for public transport, improving accessibility, choice and access to transport information.</p>
<p>Sustainable economic development of regional New Zealand is supported by safer and better transport connections</p>	<p>While good progress has been made across NLTP significant capital project investments in regional connections, the year-end milestones for most projects were not achieved. Many projects were delayed as a result of interdependencies with other programmes or projects critical to the expected benefits of the projects being fully realised. Table 6 on page 228 summarises progress on these projects.</p>

Project NEXT - world-class ticketing is around the corner

Project NEXT will implement a single ticketing system for public transport (bus, train and ferry) across New Zealand. People will be able to use their contactless bank card or a digital equivalent (such as Google Pay) to pay for trips. A national transit card will also be available for those who need one.

Smart technology will calculate the best fare based on where customers tag on and off, aggregating the total cost of a person's journeys, applying the best available fare and charging it to their card at the end of each day. People will also be able to access better information about their trips digitally.

Better data about public transport use will help public transport authorities make the most of their network design, scheduling and fares. It'll also provide them with more flexibility to act on insights and make cost-effective changes to public transport networks and services.



Table 6: Progress against 2020/21 milestones for investments in regional connections

Project	2020/21 result	Commentary
New Ōpaoa River Bridge (formerly Opawa Bridge Replacement)	Achieved	Practical completion was achieved in October 2020.
Loop Road North to Smeatons Hill safety improvements	Good progress made, but not achieved	The project was delayed because its scope was extended to allow for the dual lane design to be revised. The bridge location and alignment south of the roundabout do not match the preferred alignment for the future SH1 Whangārei to Port Marsden Highway project, which meant design works for that section could not begin. Project delays were also exacerbated by COVID-19 alert level changes that disrupted construction works.
SH3 Awakino Tunnel Bypass	Good progress made, but not achieved	The road and new bridges were opened to traffic in May 2021. Waka Kotahi expects remaining works to be completed mid-2021.
Mt Messenger and Awakino Gorge Corridor	Good progress made, but not achieved	All milestones for Rapanui passing lane were achieved. Tongaporutu intersection milestones were substantially achieved with the commencement of enabling works for construction.
Mt Messenger Bypass	Progress made, but not achieved	Milestones were not achieved because of delays in getting resource consent and designation. This, along with prolonged property acquisition, delayed commencement of construction. High Court appeals are ongoing while other works are progressed where possible.
Napier Port Access Package: Hawke's Bay Expressway Safety Treatments	Good progress made, but not achieved	Additional works were completed except for the pou, which is expected to be completed in 2021/22. Local iwi requested the opening and blessing be held in June 2022 on the celebration of Matariki.
Napier Port Access Package: Prebensen Hyderabad Intersection upgrade	Progress made, but not achieved	Waka Kotahi is tendering for physical works with awarding expected shortly after scheduled tender close on 31 July 2021. Construction works are due to be completed by the end of December 2021.
Nelson Future Access (formerly the Nelson Southern Link)	Progress made, but not achieved	While the detailed business case has been developed, the programme was reset to allow Nelson City Council to endorse the business case, which will enable community engagement. The detailed business case is expected to be completed in December 2021.

Environment

Climate change will be one of the most significant drivers influencing the land transport system during the next decade. Changing weather patterns with more extreme weather and rainfall intensity combined with sea-level rise will affect the transport network's infrastructure. Severe weather will increasingly affect the environment, communities and infrastructure, including roads, rail, community facilities, and water supply and management.

Significantly reducing greenhouse gas emissions will be critical to tackling climate change. The environment objective of GPS 2018 targeted a land transport system that reduces greenhouse gas emissions and adverse effects on the local environment and public health. The 2018–21 NLTP aimed to contribute towards achieving this objective by investing in the long- and short-term GPS results shown in Table 7.

In 2019, the government committed to a target of net zero greenhouse gas emissions by 2050 (excluding biological methane). The transport system has a critical role to play in achieving this target; in Aotearoa, transport accounts for about 20 percent of greenhouse gas emissions, more than 90 percent of which arise from road transport. The light vehicle fleet accounts for 73 percent of road transport emissions and is the fastest growing source of such emissions. These emissions are concentrated in major urban areas.

GPS 2021's climate change priority focuses on developing a low carbon land transport system that supports emissions reduction, while improving safety and access. The government's recently released climate change objectives have provided more specific direction on tackling climate for the transport sector and wider government agencies.

Table 7: GPS 2018 target results – environment

Long-term results	<ul style="list-style-type: none"> Reduce greenhouse gas emissions from transport Reduce transport's negative effects on the local environment and public health
Short-term results	For short-term results, see GPS 2018. ⁹

The following sections summarise:

- investment in environment-related benefits through the 2018–21 NLTP
- progress made toward achieving the programme's long-term environment results.

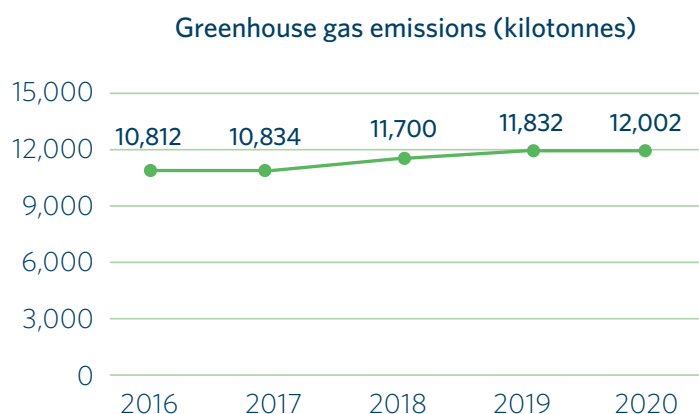
Progress toward GPS results

Reduce greenhouse gas emissions from land transport

Greenhouse gas emissions from the land transport system have risen steadily over several decades, reflecting a similar increase in travel by the light vehicle fleet during this period. It is probable emissions would have been higher in the last two years, if COVID-19 lockdowns had not occurred.

Emissions are predicted to continue to increase over the next few years but will start to reduce as the vehicle fleet becomes cleaner and government actions to reduce emissions start to take effect. How quickly emissions reduce depends on the policies selected by the government in response to advice from He Pou a Rangi Climate Change Commission, supported by actions Waka Kotahi undertakes.

Figure 2: Greenhouse gas emissions from the land transport system, 2016–2020



⁹ See www.transport.govt.nz/assets/Uploads/Report/Government-Policy-Statement-on-land-transport-2018.pdf

Investment in GPS results through the 2018-21 NLTP

The 2018-21 NLTP invested \$1.96 billion in environment-related benefits. See below for some of the highlights of the NLTP's investment in environment-related benefits over the last three years.

GPS 2018 result	Investment highlights
Reduce greenhouse gas emissions from transport	<p>Waka Kotahi has an important role to play in working with its partners to ensure land transport planning and investment supports the government's climate change objectives. This includes ensuring that these objectives are prioritised in the strategies and plans Waka Kotahi uses to shape land transport investment. In the last three years, this has involved:</p> <ul style="list-style-type: none">• embedding a strong focus on environmental sustainability in Te kāpehu and the new Waka Kotahi performance framework• developing and implementing Toitū te taiao, the Waka Kotahi sustainability action plan and releasing the first Waka Kotahi sustainability monitoring report• developing its national mode shift plan Keeping Cities Moving and working with local councils to develop mode shift plans in Auckland, Christchurch, Hamilton, Queenstown, Tauranga and Wellington• defining a strategic approach to urban form and transport planning for sustainable development that reduces emissions, while improving safety and access• developing part one of its climate change adaptation plan
Reduce transport's negative effects on the local environment and public health	<p>Waka Kotahi also has a responsibility to ensure that public health and environmental impacts are appropriately valued in investment decision making, and that construction of transport infrastructure protects and enhances natural and built environments. Over the last three years, Waka Kotahi has:</p> <ul style="list-style-type: none">• worked with the Ministry of Transport to refresh the land transport investment decision-making framework, giving due weight to social, economic, environmental and other outcomes that cannot be readily monetised• included benefits that capture the impacts of land transport investment on greenhouse gas emissions, water, and land and biodiversity in its new benefits framework• adopted the Infrastructure Sustainability Council of Australia rating scheme• launched a new approach to assess climate change mitigation and climate change adaptation within capital projects (Interim Specification: Approach to climate change assessments, relevant for COVID-19 Recovery (Fast Track Consenting) Act 2020 and New Zealand Upgrade Programme projects and activities).

Kaitiakitanga in action - saving species in Transmission Gully

Waka Kotahi is guided by the value of kaitiakitanga (guardianship) and aims to do its part to preserve New Zealand's natural taonga (treasures).

Throughout construction of the new Transmission Gully motorway, substantial work was done to conserve local plants and animals.

Two million native plants have been planted around the new motorway. This will create one of the most significant lowland native bush areas in the Wellington region, reducing erosion and sediment entering nearby streams and Porirua Harbour.

One of the biggest fish relocation operations in New Zealand happened in 2016 when Waka Kotahi worked with Ngāti Toa to relocate over 4500 ika (fish), including giant and banded kokopu, bluegill and redfin bullies, eels and freshwater crayfish, from a 2.3 km stretch of Te Puka Stream into the upper reaches of Wainui Stream. This enabled Te Puka Stream to be diverted to support the motorway's construction.

Other species have also been relocated during construction. On the slopes of Te Puka and Horokiri Streams, boulder fields were dismantled by hand to locate more than 50 native lizards. These copper skinks, brown skinks and common geckos were housed in specially constructed 'apartment cages' at Ngā Manu Nature Reserve, near Waikanae. They were returned to the area when a new boulder field was built in 2017.

Dr Taku Parai, Te Rūnanga o Toa Rangatira Board Chair, says the rūnanga was instrumental in working with the Transmission Gully project to manage iwi interests in cultural and environmental mitigation.

"We have been involved from the outset of the project and have, where possible, worked hard to influence decisions around cultural and environmental mitigation. All-in-all, it has been a successful working relationship with the project, and we are pleased to have another opportunity to assert our presence as mana whenua."

Value for money

GPS 2018 targeted a land transport system that would contribute to an effective, efficient and safe land transport system in the public interest. The 2018–21 NLTP aimed to contribute towards achieving this objective by investing in the long- and short-term results shown in Table 8.

Table 8: GPS 2018 target results – value for money

Long-term results	Better informed investment decision-making Improved returns
Short-term results	For short-term results, see GPS 2018. ¹⁰

The following section summarises progress toward achieving the programme’s long-term value-for-money results. As the value-for-money objective is embedded across NLTP investments, quantifying the dollar investment in value for money would not provide a full and meaningful picture of how this objective is being realised.

Progress toward GPS results

Better informed decision-making

In December 2020, the investment prioritisation method for the 2021–24 NLTP was finalised. It replaced the investment assessment framework used for the 2018–21 NLTP. The investment prioritisation method will be used to give effect to GPS 2021 in the 2021–24 NLTP.

The investment prioritisation method was developed as a result of the joint Waka Kotahi and Ministry of Transport review of the investment decision-making framework that guides investment in New Zealand’s land transport system. The review was prompted by changes in the GPS to support a system-based, outcomes-focused approach and take a mode-neutral approach to assessing transport interventions.

Changes include giving due weight to social, economic, environmental and other outcomes that cannot be readily monetised. Waka Kotahi also wanted the framework to be easy to use and understand and to support the delivery of a better transport system. Waka Kotahi also reviewed the criteria it uses to decide how transport projects will be funded by the NLTF. The changes were applied to business case development and assessment and the benefits framework from 31 August 2020.

New benefits framework

To improve the way Waka Kotahi measures the benefits delivered from NLTP investments, a new benefits framework identifies a consistent and enduring set of benefits that aligns with the Ministry of Transport’s Transport Outcomes Framework.

Waka Kotahi also developed a tool to capture baseline data for a selection of the measures, so it is possible for it to compare the scale of problems before it invests with the scale of problems after the investment has been delivered.

See page 217 for more information on the new benefits framework.

¹⁰ See <https://www.transport.govt.nz/assets/Uploads/Report/Government-Policy-Statement-on-land-transport-2018.pdf>.

Improved returns

GPS 2018 included a specific focus on improving the performance of the existing network through maintenance. It signalled the need to improve the One Network Road Classification, which classified New Zealand's roads into six classes and acted as a foundation tool for road activity management and benchmarking investment in asset management.

Through the Road Efficiency Group, the One Network Road Classification has evolved into the One Network Framework. It is fit for purpose in more complex urban environments, where there are competing demands on limited road and street space and a variety of modes to be accommodated.

GPS 2018 also focused on how innovation and technology could be used to increase the net benefits from land transport investment. The Innovating Streets for People programme is an example of Waka Kotahi and its partners using innovation to achieve value for money across the land transport system. Once implemented, the Project NEXT will also help achieve value for money and improve accessibility of the network.

Innovating Streets for People

Innovating Streets for People, launched in June 2020, makes it quicker and easier for councils to trial changes aimed at improving safety and travel choice, and encouraging more people to travel in ways that are better for their health and the environment. During the 2018-21 NLTP, 33 councils ran 70 community projects to trial low-cost, temporary changes such as better street crossings, protected bike paths, traffic-free zones, reduced speed zones and new street layouts.

Early community involvement is an essential part of the Innovating Streets approach, helping community members get a sense of what their streets could be like and have their say.

Measuring the impact of projects is also essential. Councils use feedback and data to make insight-based decisions about which changes best create safer, more liveable spaces for local people and need to be made permanent.

How Innovating Streets for People is helping to make streets safer

At Waterloo Station in Lower Hutt, Wellington, a new road layout resulted in an overall reduction in speed, up to a 30 percent reduction in near misses for everyone who uses this road, and a 75 percent reduction in near misses for people walking in the area.

Children are one of the major winners, with Innovating Streets projects creating more safe spaces for young people. For example, a pop-up cycleway in Cambridge resulted in a 56 percent increase in bike trips to the primary school.

As part of these projects Waka Kotahi collects feedback from the community. Some parents told us safer cycleways made them feel confident about letting their children cycle to school. Some older people said they felt more connected to their community because slower or reduced traffic means they can confidently walk to local shops and cafes.

What happens next

Between June 2020 and June 2021, \$29 million was invested in Innovating Streets projects. Building on insights gained, the programme will continue to invest in new community projects over the next three years.

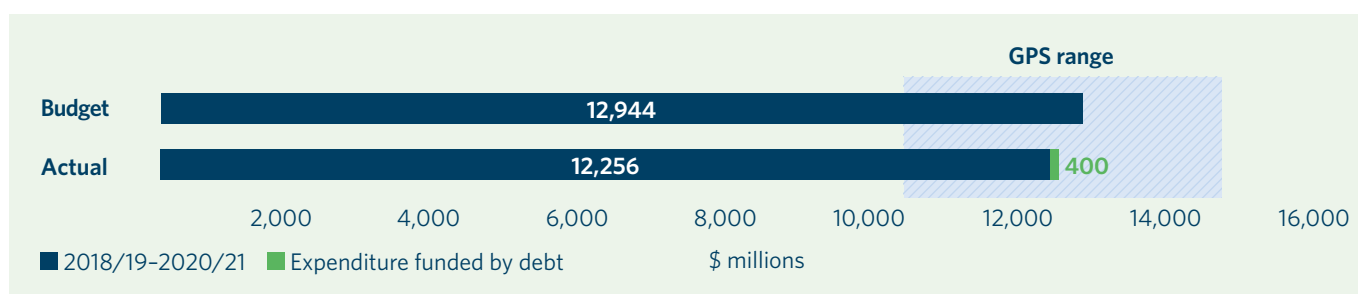
Use of the National Land Transport Fund

Revenue for the NLTF during the 2018-21 NLTP was \$476 million lower than forecast in the published programme mainly due to COVID-19. The funding gap was mitigated through Crown funding for the impacts of COVID-19 on revenue totalling \$18 million and COVID-19 related borrowing of \$325 million.

At the end of the 2018-21 NLTP, overall NLTF spend across all activity classes was two percent below budget excluding the impact of financing. This was largely due to lower costs than forecast in the last month of the NLTP 2018-21 and lower spend on rapid transit, in particular the Auckland Light Rail Project.

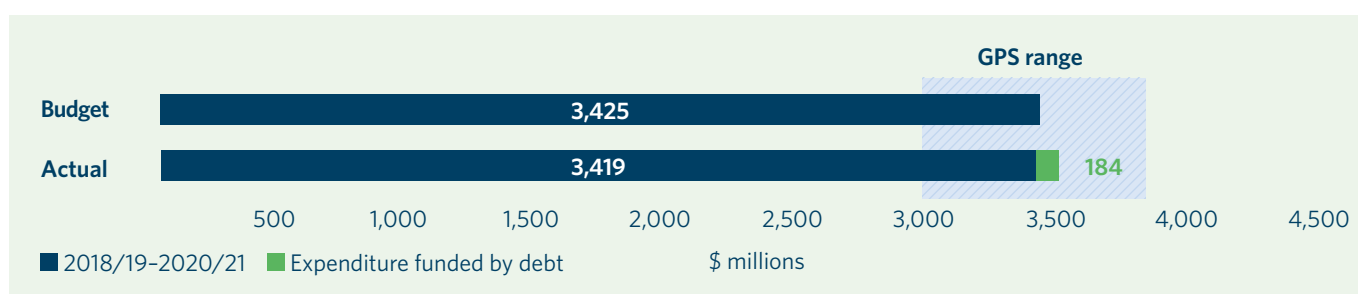
The actual investments from the NLTF for the planned level of funds allocated in the 2018-21 NLTP are illustrated in the tables in the next sections. These tables do not account for NLTP funds contributed by local authorities or other sources, including Crown grants.

Overall use of the National Land Transport Fund¹¹



State highway improvements

Expenditure



State highway improvements expenditure was \$178 million (5 percent) above budget at the end of the 2018-21 NLTP on a pre-financing view. Underspends relating to the Auckland Transport Package loan repayment deferral were offset by public-private partnership pre-COVID settlements in 2019/20 of \$274 million.

¹¹ In the statement of comprehensive revenue and expense, the expenditure financed through the borrowing facilities is not shown as an outflow from the current NLTF balance. Instead, it is shown as NLTP expenditure to be funded long-term, generated from future revenue. This represents the obligation of the NLTF to repay the debt when it becomes due. Repayment of the debt will be shown as an outflow from the current NLTF balance in the period the repayment is made.

Performance measures

Ref.	Performance measure	Result	2020/21 target	2020/21 actual	2019/20 actual	2018/19 actual
SHI1	Proportion of state highway improvement activities delivered to agreed standards and timeframes ^{A B}	Not achieved	≥90%	68%	71%	88%
<p>A few large projects experienced delays due to the resetting of schedules affected by COVID-19, poorer than average weather through spring and summer and difficulties in acquiring grade 40/50 binder material to complete road sealings (see appendix 3 of the 2020/21 Waka Kotahi annual report for more detail). The result was also driven by the \$149 million an underspend this year, largely as a result of COVID-19 response payments being accrued in 2019/20 and these payments being reimbursed by Treasury in 2020/21. The 2020/21 budget was set before the first COVID-19 lockdown in March 2020.</p>						
SHI2	Length of the state highway network modified to align with safe and appropriate speed ^A	Achieved	≥250km	465.2km ^C	50.5km ^C	68.5km
<p>Speed modifications on 465.2 km of state highways were made this year to improve safety of the network. This brings total length of the network modified under the Safe Network Programme since 2018/19 to 584.2 km. A more continuous speed programme has provided the opportunity to balance resources, identify and streamline speed reviews and modify more lengths of road to align with safe and appropriate speeds. This year, speed changes were applied along some large corridors including SH6 Blenheim to Nelson (109 km), SH35 Te Puia Springs to Gisborne townships (99 km) and SH5 Waiotapu (71 km).</p>						

The explanatory notes for these performance measures are in the Waka Kotahi annual report 2020/21, appendix 4.

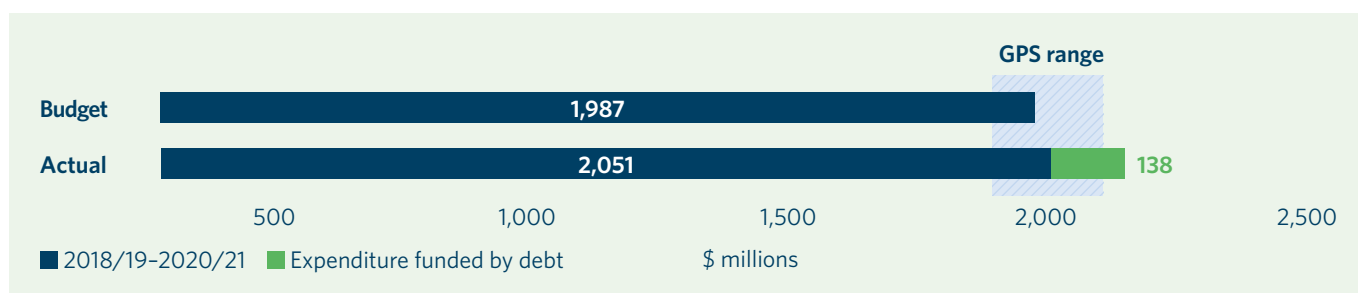
^A This is also a performance measure for an appropriation in Vote Transport. See the Waka Kotahi annual report 2020/21, appendix 5, for all appropriation measures.

^B The scope of this measure changed this year to include only projects funded by the NLTF. Crown-funded Accelerated Regional Roothing projects previously included in this measure are reported under Proportion of Waka Kotahi NZ Transport Agency regional state highway activities delivered to agreed standards and timeframes. This change does not materially affect the result of this measure. Other Crown-funded state highway improvement projects such as those under the NZ Upgrade Programme are reported separately from this measure. See the Waka Kotahi annual report 2020/21 for more information.

^C This result was reported as 119 km in the previous annual report, which reflected the cumulative length of the state highway network that was modified in 2018/19 and 2019/20. This year we assessed results against the target for the financial year only, so have adjusted the figure to show lengths modified for 2019/20 only.

State highway maintenance

Expenditure



State highway maintenance expenditure was \$202 million (10 percent) above budget at the end of the 2018-21 NLTP on a pre-financing view. This was mainly due to additional costs from higher emergency works and increased contract prices including, the impact of network growth. State highway maintenance required additional funding due to the condition of the network, essentially the network was deteriorating with the level of service declining. The increase in spend required to address this issue commenced in this NLTP with a further increase in spend planned for the 2021-24 NLTP. This additional spend meant that on a pre-financing basis state highway maintenance necessarily exceeded the upper GPS range.

Performance measures

Ref.	Performance measure	Result	2020/21 target	2020/21 actual	2019/20 actual	2018/19 actual
SHM1	Proportion of state highway maintenance activities delivered to agreed standards and timeframes ^{A B}	Achieved	≥90%	96%	Not applicable	Not applicable
SHM2	Safe stopping: proportion of network above skid threshold ^A	Not achieved	≥98%	97%	95%	97%

The result reflects the deteriorating condition of the state highway network, a consequence of funding for renewal programmes being lower than what is required to sustain network condition. In the past few years, pavement and surfacing renewal activities have not been delivered to planned levels, with only 90-92% of the renewals programme delivered annually.

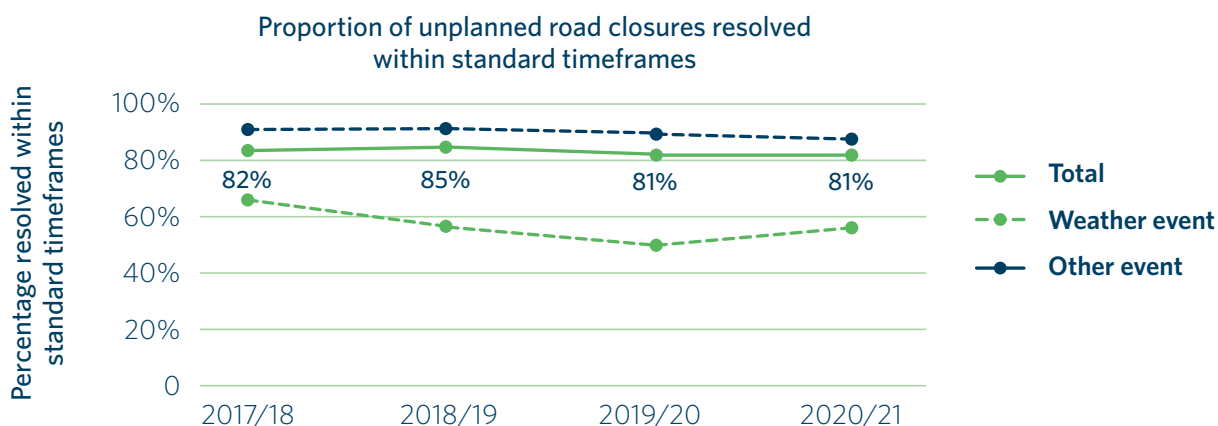
Early this year, an evaluation of network condition programmes identified the renewals programme as a focus for improvement and has since resulted in an improvement in programme delivery to 95%. Waka Kotahi and its partners will continue improving delivery of funded programmes, but funding constraints on state highway maintenance throughout the 2021-24 NLTP period limits its capability to sustain agreed levels of service that will ensure network condition standards are met.

Ref.	Performance measure	Result	2020/21 target	2020/21 actual	2019/20 actual	2018/19 actual
SHM3	Availability of state highway network: proportion of unplanned road closures resolved within standard timeframes	Not achieved	≥81.8% ^c	80.6%	81.8% ^c	Not applicable

Target was not achieved due to weather-related closures on long stretches of the state highway during the winter season (such as snow and ice along the Desert Road in the North Island and the alpine passes in the South Island), as well as extreme weather events during the year.

Although road closures caused by weather events comprised only 18% of the 840 incidents this year, only 57% of those closures were resolved within standard timeframes. On the other hand, 86% of road closures caused by other incidents (such as crashes, fire and obstructions) were resolved on time.

In 2019/20 performance against the measure target improved during the national COVID-19 lockdown, possibly because of limited traffic and travel. The result did not improve during the Auckland lockdown in quarter one of 2020/21.



SHM4	State highway maintenance cost per lane kilometre delivered ^A	Achieved	\$24,000-28,000	\$26,292	\$25,352	\$22,997
SHM5	Proportion of restoration and rebuild projects of State Highway 1 between Picton and Christchurch delivered to agreed standards and timeframes ^A	Achieved	100%	100%	97%	81%

The explanatory notes for these performance measures are in the Waka Kotahi annual report 2020/21, appendix 4.

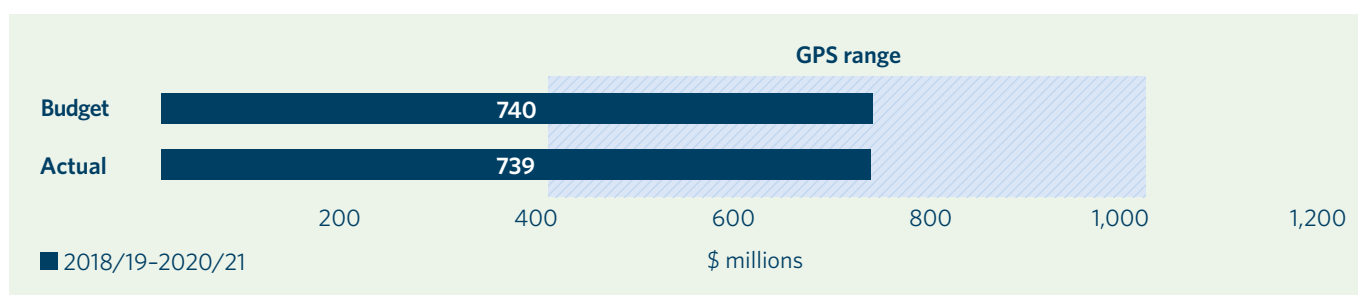
^A This is also a performance measure for an appropriation in Vote Transport. See the Waka Kotahi annual report 2020/21, appendix 5, for all appropriation measures.

^B The methodology of this measure changed this year to replace the assessment used for some activities. The result is not comparable with previous years' results.

^C Due to the change in methodology to align urban and rural road definitions with those used by Statistics NZ, a target could not be provided early in the financial year. The 2019/20 data has been recalculated using the new road definitions and used to set the target for 2020/21. This target has been used to assess progress since 2020/21 quarter one.

Local road improvements

Expenditure



Local road improvements expenditure was on budget at the end of the 2018–21 NLTP.

Performance measures

Ref.	Performance measure	Result	2020/21 target	2020/21 actual	2019/20 actual	2018/19 actual
LRI1	Length of the local road network modified to align with safe and appropriate speed ^A	Unable to report	Baseline to be set	Unable to report	Unable to report	Unable to report

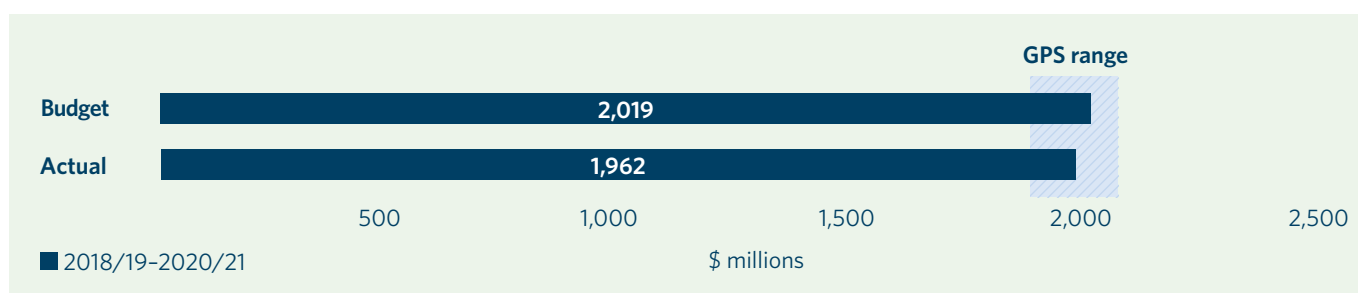
This measure cannot be reported on because data will be sourced from the National Speed Limit Register (NSLR), which is planned to go live in December 2021. Development of the NSLR has been put on hold pending the completion of the National Speed Management Guide and the signing of the new Setting of Speed Limits Rule.

The explanatory notes for these performance measures are in the Waka Kotahi annual report 2020/21, appendix 4.

^A This is also a performance measure for an appropriation in Vote Transport. See the Waka Kotahi annual report 2020/21, appendix 5, for all appropriation measures.

Local road maintenance

Expenditure



Local road maintenance expenditure was \$57 million (3 percent) below budget over the 2018–21 NLTP due to lower than forecast emergency works claims.

Performance measures

Ref.	Performance measure	Result	2020/21 target	2020/21 actual	2019/20 actual	2018/19 actual
LRM1	Smooth ride: proportion of travel on smooth roads ^A	Achieved	≥86%	87%	87%	87%

Ref.	Performance measure	Result	2020/21 target	2020/21 actual	2019/20 actual	2018/19 actual
LRM2	Local road maintenance cost per lane kilometre delivered ^A	Not achieved	≤\$3,000	\$4,004	\$3,628	\$3,455

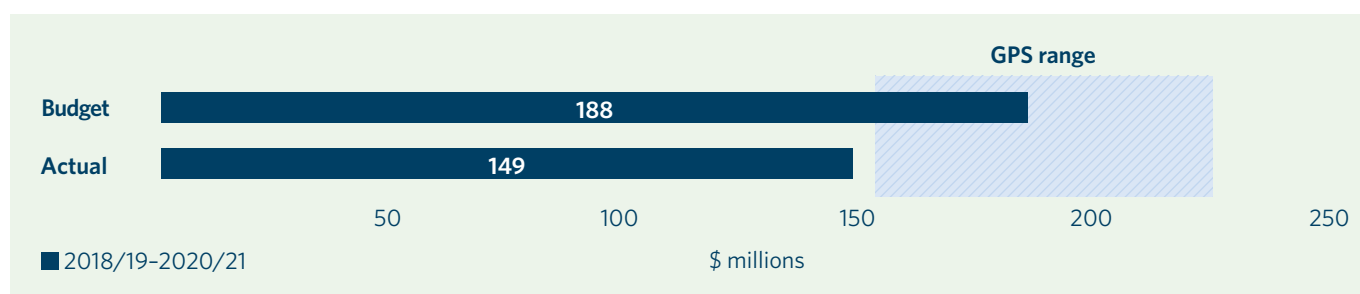
The cost of local road maintenance continued to increase because recently awarded contracts by local authorities to service and delivery providers were more expensive than previous contracts. Waka Kotahi revised its approach to assessing this measure from 2021/22 to reflect steady cost increases during the 2018–21 NLTP and local road maintenance forecast allocations for the 2021–24 NLTP.

The explanatory notes for these performance measures are in the Waka Kotahi annual report 2020/21, appendix 4.

^A This is also a performance measure for an appropriation in Vote Transport. See the Waka Kotahi annual report 2020/21, appendix 5, for all appropriation measures.

Road safety promotion and demand management

Expenditure



Expenditure was \$39 million (21 percent) below budget at the end of the 2018–21 NLTP. This was due to the impacts of the COVID-19 lockdown resulting in a subsequent reduction in promotional activity during this time and the pausing of work and subsequent production delays to align work with the Road to Zero direction. This meant that spend did not meet the bottom of the GPS range.

Performance measures

Ref.	Performance measure	Result	2020/21 target	2020/21 actual	2019/20 actual	2018/19 actual
RSP1	Proportion of road safety advertising campaigns that meet or exceed their agreed success criteria ^A	Achieved	≥80%	85%	90%	89%

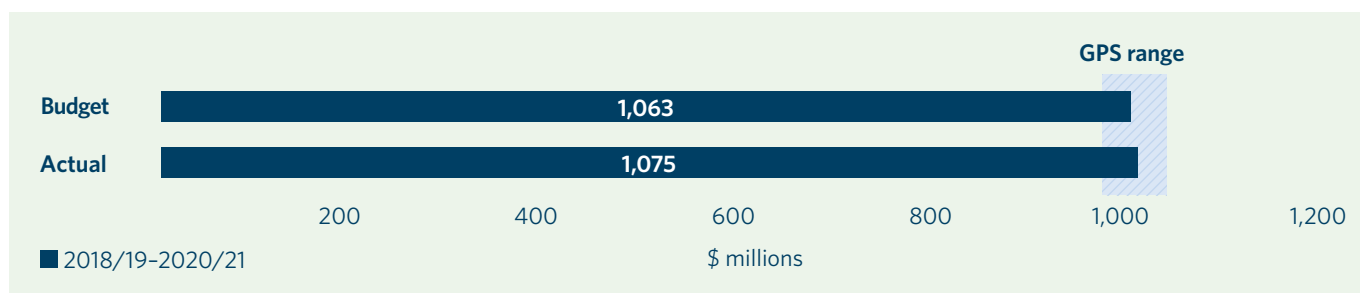
The explanatory notes for these performance measures are in the Waka Kotahi annual report 2020/21, appendix 4.

^A This is also a performance measure for an appropriation in Vote Transport. See the Waka Kotahi annual report 2020/21, appendix 5, for all appropriation measures.

Road policing

The Road Safety Partnership Programme is developed collaboratively by New Zealand Police, Waka Kotahi and the Ministry of Transport. The programme aims to contribute to achieving the Road to Zero target to reduce road deaths and serious injuries by 40% by 2030 and recognises the critical contribution of road policing activities to achieving this goal. Waka Kotahi develops the programme with New Zealand Police and recommends the programme to the Minister of Transport for approval. Waka Kotahi also monitors the programme's activity and delivers some programme activities, although most activities are delivered by New Zealand Police.

Expenditure



Road policing expenditure was materially on budget for the 2018-21 NLTP.

Performance measures

The Road Safety Partnership Programme 2019-21 ended in July 2021 and did not achieve several of its targets. COVID-19 affected some parts of the programme, particularly the number of breath screening tests undertaken. The Ministry of Transport plans to review the programme to support improved performance against its targets.

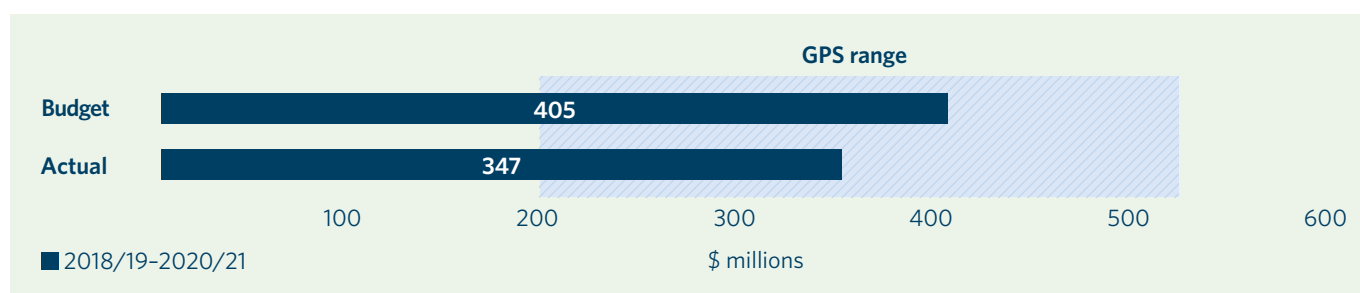
The new Road Safety Partnership Programme 2021-24 was endorsed by the Waka Kotahi Board in April 2021. Waka Kotahi is working to improve its programme monitoring and assurance, including through annual reviews of the new programme by the board. It will also work with New Zealand Police to respond to the findings of the Ministry of Transport's review.

Ref.	Performance measure	Result	2020/21 target	2020/21 actual	2019/20 actual	2018/19 actual
RP1	Speed: Mobile camera deployment activity	Not achieved	100,000 hours	61,199 hours	62,074 hours	Not applicable
<p>New Zealand Police were not resourced appropriately to enable achievement of the target. Camera breakdowns also had a marked impact on the ability to deploy for the required hours. Reduced traffic volumes as a result of COVID-19 lockdowns in Auckland this year are also likely to have affected the result.</p> <p>The Mobile Camera Replacement Programme is underway to replace existing cameras nearing end-of-life. The safety camera transfer to Waka Kotahi will enable an increase to the potential deployment hours through resourcing and other operational changes.</p>						
RP2	Speed: Percentage of 1-10 km/h excess speed officer-issued Infringement Offence Notices	Not achieved	30%	8.6%	7%	Not applicable
<p>The result was well below target, although there was a slight improvement between 2019/20 and 2020/21. Waka Kotahi continues to work with New Zealand Police on operational deployment tactics through the district model.</p>						
RP3	Speed: Percentage of officer issued speed offence notices which are rural	Not achieved	75%	52%	53%	Not applicable
<p>Waka Kotahi is working with New Zealand Police to increase resources and outputs. This measure is speed focused and is not reflective of total deployment in rural areas.</p>						

Ref.	Performance measure	Result	2020/21 target	2020/21 actual	2019/20 actual	2018/19 actual
RP4	Speed: Number of Offender Management Plans in place for high-risk drivers	Not achieved	1,700	108	448	Not applicable
<p>Waka Kotahi is working with New Zealand Police to better capture activity to prevent high-risk behaviour, as this measure relates only to the repeat registration reports sent out to districts and excludes other types of high-risk behaviour, such as large scale gatherings of illegal street racers.</p>						
RP5	Restraints: Number of restraint offences	Not achieved	60,000	37,643	44,041	Not applicable
<p>We continue to work with New Zealand Police on operational deployment tactics through the district model.</p>						
RP6	Impairment: Number of passive breath tests and breath screening tests conducted	Not achieved	3,000,000	1,500,268	1,615,359	Not applicable
<p>The level of testing was affected by COVID-19 alert level changes and the first national COVID-19 lockdown, with an estimated 175,000 fewer tests performed over the national lockdown period. As agreed with the Ministry of Health (and in line with other nations), all breath testing was suspended during the first COVID-19 national lockdown and did not recommence until revised cleaning protocols were agreed with the Ministry of Health.</p>						
RP7	Targeted operations: Number of RIDS (restraints, impairment, distraction and speed) operations	Achieved	Ongoing	Ongoing	Ongoing	Not applicable
RP8	Number of sworn staff dedicated to road policing	Achieved	1,070	1,073	Not applicable	Not applicable

Regional improvements

Expenditure



Regional improvements expenditure was \$58 million (14 percent) below budget at the end of the 2018–21 NLTP mainly driven by delays in project negotiations, property acquisition challenges, complexity in certain designs and delays caused by COVID-19.

Performance measures

Ref.	Performance measure	Result	2020/21 target	2020/21 actual	2019/20 actual	2018/19 actual
RI1	Proportion of regional improvement activities delivered to agreed standards and timeframes ^A	Not achieved	≥90%	77%	88%	98%

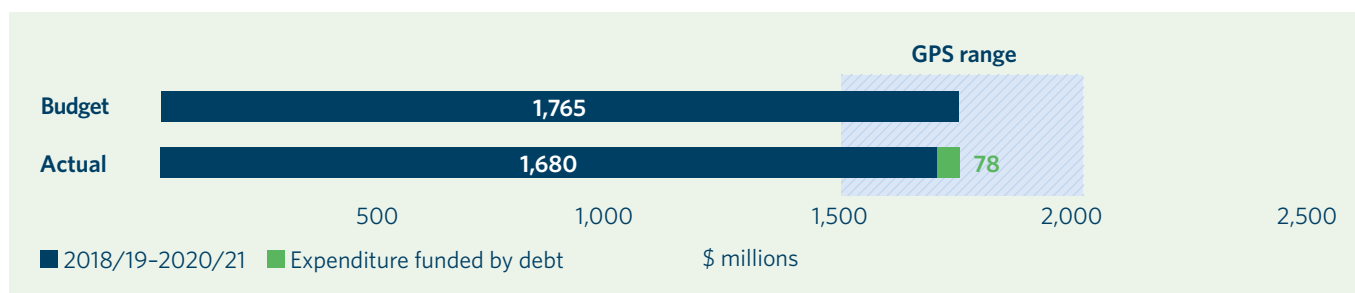
Target was not achieved due to four significant capital projects not achieving key milestones: Loop Road North to Smeatons Hill safety improvements, Mt Messenger and Awakino Gorge Corridor, Hawke's Bay Expressway Safety Treatments and Prebensen Hyderabad Intersection upgrade. Details can be found in appendix 3 of the 2020/21 Waka Kotahi annual report. Strong progress was made across all other regional improvement projects.

The explanatory notes for these performance measures are in the Waka Kotahi annual report 2020/21, appendix 4.

^A This is also a performance measure for an appropriation in Vote Transport. See the Waka Kotahi annual report 2020/21, appendix 5, for all appropriation measures.

Public transport

Expenditure



Public transport expenditure was materially on budget at the end of the 2018-21 NLTP. Crown funding was received outside of these figures to offset the reductions in farebox revenue caused by COVID-19.

Performance measures

Ref.	Performance measure	Result	2020/21 target	2020/21 actual	2019/20 actual	2018/19 actual
PT1	Number of boardings on urban public transport services (bus, train and ferry) ^A	Achieved	≥119 million ^B	120 million	139 million	168 million

The target was achieved despite a challenging year. While COVID-19 travel restrictions continued to affect patronage, public transport boardings started to recover in major urban centres. The pandemic influenced travel behaviour, with more people working from home, resulting in less frequent use of public transport. As a result of closed international borders, there is also less patronage from overseas students and temporary workers, who would typically rely on public transport.

Ref.	Performance measure	Result	2020/21 target	2020/21 actual	2019/20 actual	2018/19 actual
PT2	Proportion of people with access to frequent public transport services at peak times in Auckland, Wellington and Christchurch ^A	Achieved	Increasing	24.3%	23.8% ^C	25.7% ^C
PT3	Mode share of people travelling by bus and car on key Auckland corridors ^D	Not achieved	Bus: Increasing Car: Decreasing	Bus: 23% Car: 57%	Bus: 26% Car: 49%	Not applicable

Access to frequent public transport services at peak times in the metropolitan centres improved. Compared with last year, about 100,000 more people had access to the service this year.

Travel into the Auckland central city dropped across all modes as a result of COVID-19 disruptions, but car travel recovered at a faster rate than public transport. The result is an increase in car mode share relative to other modes. This reversed previous trends of declining car mode share. Analysis of public transport data suggests the results are influenced by an increase in work-from-home behaviours, whereby many public transport customers are travelling into the central city less frequently than before COVID-19.

The explanatory notes for these performance measures are in the Waka Kotahi annual report 2020/21, appendix 4.

^A This is also a performance measure for an appropriation in Vote Transport. See the Waka Kotahi annual report 2020/21, appendix 5, for all appropriation measures.

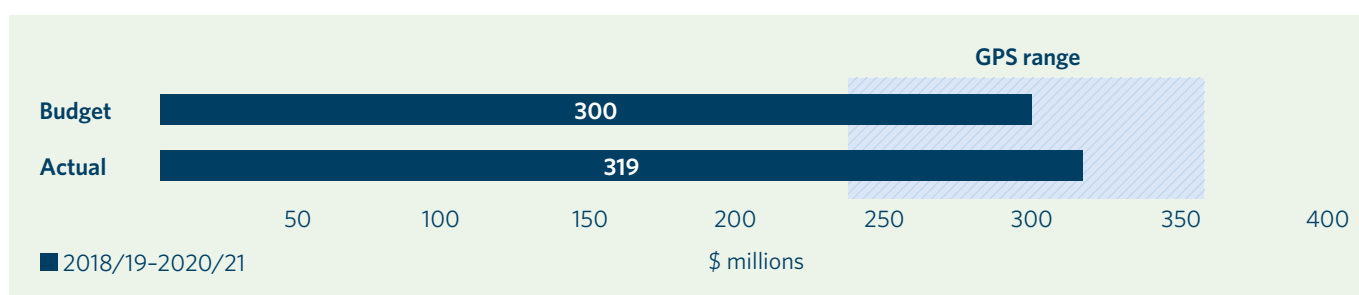
^B A target could not be set early in the financial year due to uncertainty about the effect of COVID-19 on public transport boardings. The target was determined based on the year-end estimate of the measure. This has been used to assess progress since 2020/21 quarter two.

^C This was rounded off in the previous annual report.

^D This is a proxy measure and the result is comparable with the previous year's result. Waka Kotahi is unable to report on *Mode share of people travelling by bus and car on key Auckland corridors* because robust data is unavailable.

Walking and cycling improvements

Expenditure



Walking and cycling expenditure was \$19 million (6 percent) above budget for the 2018–21 NLTP. The overspend was mainly due to the innovating streets projects that were not in the budget, the decision to include an underpass in the Bayview to Baypark project, and projects progressing faster than planned.

Performance measures

Ref.	Performance measure	Result	2020/21 target	2020/21 actual	2019/20 actual	2018/19 actual
WC1	Network kilometres of walking and cycling facilities delivered ^A	Achieved	Increasing	85.3km	63.2km	104.8km
<p>A total of 85.3 km of walking and cycling facilities were added to the network this year, including existing paths and cycleways where improvements were made. This included 13.5 km of facilities delivered through the Urban Cycleways Programme, which is nearing completion. Suspension in construction works and other work programme delays because of the national COVID-19 lockdown in 2020 also affected delivery of some milestones. More facilities would have been delivered this year if not for the COVID-19 disruptions.</p>						
WC2	Cycling count in urban areas	Achieved	Increasing	7,078 ^B	6,776 ^C	6,238
<p>The cycle count increased 5% from last year to this year. This result was due to the significant increase in cycle count in Wellington (15%) and moderate increase in Auckland (7%) but was offset by the decrease in in Christchurch (9%).</p>						

The explanatory notes for these performance measures are in the Waka Kotahi annual report 2020/21, appendix 4.

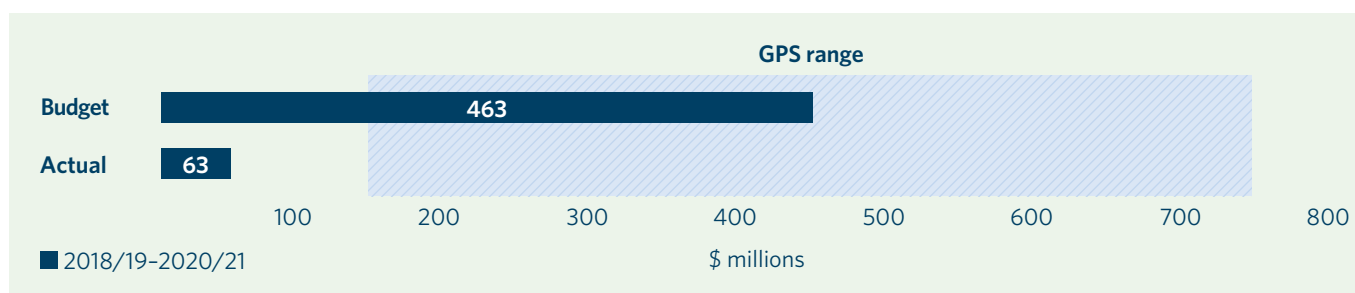
^A This is also a performance measure for an appropriation in Vote Transport. See the Waka Kotahi annual report 2020/21, appendix 5, for all appropriation measures.

^B The cordon count is undertaken at a point in time so is subject to variability from year to year. This result reflects the number of cyclists counted in the annual cycling cordon count in each urban centre. The Auckland count was done in the week starting 12 April 2021, and the Wellington and Christchurch counts were done in the week starting 8 March 2021. Due to changes in some cordon count locations in Auckland this year, data was adjusted to make it comparable with last year's data.

^C This was incorrectly reported as 6,728 last year due to an error in reporting by Wellington City Council.

Rapid transit

Expenditure



Rapid transit expenditure was \$400 million (86 percent) below budget. Budgeted spend was based on anticipated progress on the original plan for the City Centre to Māngere Light Rail project. Progress and expenditure on the Auckland Light Rail project have continued to be affected by the Crown evaluation process to assess alternate approaches to project design and delivery. As a result, the rapid transit activity class did not meet the bottom end of the GPS range.

Performance measures

Ref.	Performance measure	Result	2020/21 target	2020/21 actual	2019/20 actual	2018/19 actual
RPT1	Proportion of rapid transit activities delivered to agreed standards and timeframes ^A	Not achieved	≥90%	39%	Not applicable	Not applicable

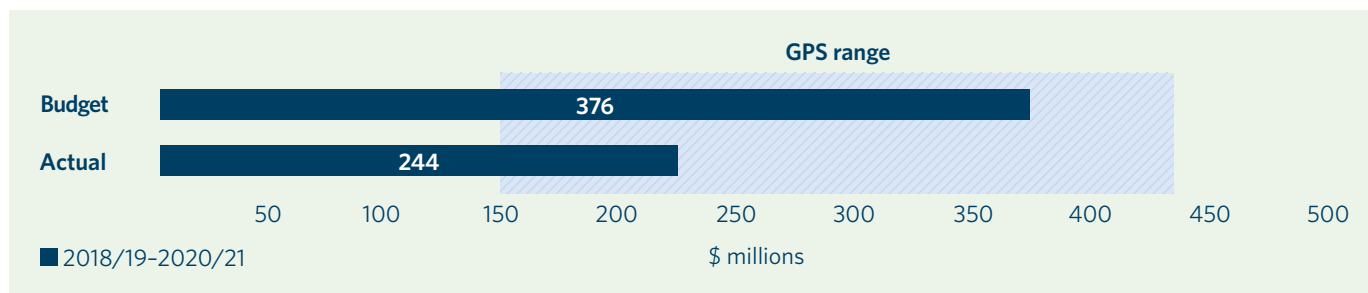
Target was not achieved due to the delays in the business cases of four major rapid transit projects. City Centre to Mangere and North West Rapid Transit Improvements were delayed to ensure alignment with wider network improvements in Auckland. The business cases for Auckland's Supporting Growth Alliance (Northwest rapid transit network from Westgate to Kumeu and the busway extension from Albany to Silverdale) and Let's Get Wellington Moving Mass Rapid Transit were delayed due to the impact of COVID-19 on funding and resourcing (details can be found in appendix 3 of the 2020/21 Waka Kotahi annual report).

The explanatory notes for these performance measures are in the Waka Kotahi annual report 2020/21, appendix 4.

^A This is also a performance measure for an appropriation in Vote Transport. See the Waka Kotahi annual report 2020/21, appendix 5, for all appropriation measures.

Transitional rail

Expenditure



Transitional rail expenditure was \$132 million (35 percent) below budget for the 2018-21 National Land Transport Programme. The New Zealand Upgrade Programme is funding some projects that were originally programmed in this activity class, the costs of which were offset by additional costs arising from contact fatigue in Auckland.

Performance measures

Ref.	Performance measure	Result	2020/21 target	2020/21 actual	2019/20 actual	2018/19 actual
TR1	Proportion of transitional rail projects delivered to plan ^A	Not achieved	≥90%	83%	Not applicable	Not applicable

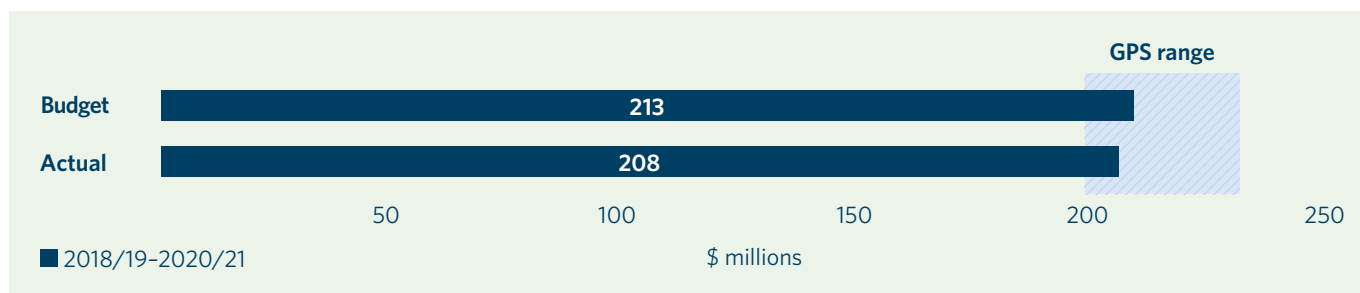
Two of 12 transitional rail projects are delayed. Completion of the business case for removing an Auckland pedestrian level-crossing is now expected in November 2021. The Palmerston North - Wellington Rail Passenger (Capital Connection) project is also delayed due to the work on rolling stock replacement taking longer than expected.

The explanatory notes for these performance measures are in the Waka Kotahi annual report 2020/21, appendix 4.

^A This is also a performance measure for an appropriation in Vote Transport. See the Waka Kotahi annual report 2020/21, appendix 5, for all appropriation measures.

Investment management

Expenditure



Investment management expenditure was materially on budget for the 2018-21 NLTP.

Performance measures

Ref.	Performance measure	Result	2020/21 target	2020/21 actual	2019/20 actual	2018/19 actual
IM1	Proportion of total cost of managing the investment funding allocation system to National Land Transport Programme expenditure ^A	Achieved	≤1.1%	1.00% ^B	1.02% ^C	1.03%
IM2	Proportion of reviewed Waka Kotahi investment decisions that meet required process standards	Not achieved	100%	79%	Not applicable	Not applicable
Four of the 19 investment decisions reviewed this year did not meet required process standards. For all four decisions, there was insufficient information in Transport Investment Online to confirm whether the required standards were met.						
IM3	Proportion of sector research activities delivered to agreed standards and timeframes	Achieved	≥95%	100%	100%	96%
Thirty-four of 35 research projects were completed to contracted standards. The remaining project met 89% of contracted time and cost standards. COVID-19 restrictions affected at least one project, including limiting the ability to conduct face-to-face interviews. This was managed by timelines being revised and a contract variation being agreed. Waka Kotahi also commissioned a project to assess the impact of COVID-19 on transport demand.						
IM4	Proportion of investment audit activities delivered to plan	Not achieved	100%	86%	79%	100%
Waka Kotahi completed 44 of the 51 procedural and technical audits programmed for 2020/21. Seven audits were deferred to 2021/22 to prioritise six audits that were not completed in 2019/20 due to COVID-19 restrictions.						
IM5	Average number of days to action new funding approvals	Achieved	≤20 working days	12.3 working days	20 working days	24.9 days

The explanatory notes for these performance measures are in the Waka Kotahi annual report 2020/21, appendix 4.

^A This is also a performance measure for an appropriation in Vote Transport. See the Waka Kotahi annual report 2020/21, appendix 5, for all appropriation measures.

^B This reflects the cumulative cost across the three years of the 2018-21 NLTP.

^C This reflects the cumulative cost of years 1 and 2 of the 2018-21 NLTP (2018/19 and 2019/20). This was incorrectly reported as 1.03% in the 2019/20 annual report.

Regional highlights



Northland

Where 2018–21 investment was focused

Northland’s land transport system has been made safer and the resilience of the network strengthened during the 2018–21 National Land Transport Programme (NLTP).

Investment highlights

- **SH1 Tarewa Road** intersection improvements were completed, improving traffic flow and safety with new traffic lights and double lanes for north and southbound traffic.
- The **SH10 Waipapa corridor safety improvements** were completed, including building a single-lane roundabout at the intersection of SH10 and Waipapa Road to make it safer for traffic turning across the state highway, reducing peak time congestion and vehicle queuing on SH10.
- **Safety improvements**, including median and roadside barriers, wider centrelines, better signs and road markings and safer speeds, on **SH1 from Whangārei to Wellsford** are in the early stages.
- **Safety improvements** are underway on **SH1 in the Dome Valley**, including median and shoulder flexible safety barriers, widened shoulders, right-turn bays and improved signage.

- One-lane bridges at **Taipā and Matakohe** were replaced with **two-lane bridges**, providing better community and network connections; while work is about to start on Kaeo Bridge, improving resiliency and efficiency with **a new two-lane bridge and roundabout on SH10**.
- A decaying **seawall at Ōpononi** was repaired and extended to reduce erosion and protect the section of SH12 running along the edge of Hokianga Harbour.

National Land Transport Fund investment

Activity class	2018–21 actual \$000
Northland total	453,045
State highway improvements	86,688
State highway maintenance	123,748
Local road improvements	7,049
Local road maintenance	125,091
Road safety promotion and demand management	3,802
Regional improvements	92,654
Public transport	4,733
Walking and cycling improvements	7,966
Rapid transit and transitional rail	-
Investment management	1,314



Auckland

Where 2018–21 investment was focused

Investment in Auckland’s land transport system over the 2018–21 NLTP period focused on delivering the Auckland Transport Alignment Project to support population growth and provide new communities with better access to more sustainable travel choice.

Investment highlights

- The \$700 million **Northern Corridor project**, expected to be completed in 2022, will provide better links and improve transport options on the North Shore for cars, buses, pedestrians, cyclists and freight.
- The \$250 million **Southern Corridor Improvements project** was completed to provide more reliable and safer trips for all road users and includes more lanes, new walking and cycling paths, better safety barriers, new noise walls and an upgrade to the Takanini interchange.
- Progress was made on the **Auckland Manukau Eastern Transport Initiative** to deliver new dedicated busways and cycleways to improve access and safety in the area, and unlock housing development opportunities.

- The **Road to Zero Speed and Infrastructure Programme** implemented new speed limits on SH22 between the Drury interchange and Paerata. New and safer speed limits on more than 600 roads across Auckland, including the central city, also came into effect as part of Auckland Transport’s Safe Speeds programme.
- Four cycling facility packages are being supported by the **Urban Cycleways Programme** (Glen Innes to Tamaki Drive, Links to Public Transport, Western Connections to City Centre and the City Centre Network Package).

National Land Transport Fund investment

Activity class	2018–21 actual \$000
Auckland total	3,527,364
State highway improvements	1,005,989
State highway maintenance	438,045
Local road improvements	310,797
Local road maintenance	406,217
Road safety promotion and demand management	15,157
Regional improvements	-
Public transport	1,130,841
Walking and cycling improvements	87,628
Rapid transit and transitional rail	127,784
Investment management	4,906



Waikato

Where 2018–21 investment was focused

With Waikato’s significant contribution to New Zealand’s social and economic wellbeing, investment in the region during the 2018–21 NLTP was focused on supporting the economy by delivering projects that boost safety and promote reliable inter-regional journeys for people and freight.

Investment highlights

- **Te Huia**, the new Hamilton to Auckland passenger rail service was launched.
- Good progress was made on the \$607 million Hamilton section, of the 102 km **Waikato Expressway** – the final section of the region’s biggest ever roading project which will open in mid-2022.
- More than **\$2 million was spent improving safety at six high-risk areas** in central and eastern Waikato as part of the Safety Boost Programme. These areas were: SH5 Waiohotu Road to Oturoa Road; SH5 Webster Road to Waiohotu Road; SH25 Waitakaruru to Kōpū; SH27 SH26 Tātuanui to Waharoa; SH2 Mackaytown to Waikino; and SH29 Matamata-Piako boundary to SH28.
- Completed **safety improvements** along SH1 Cambridge to Piarere to reduce the number and impact of serious crashes along this stretch of highway. Roadside barriers and rumble strips were also installed on SH1B: Taupiri to Gordonton; SH3: SH37 to Te Kuiti; SH27: SH26 to SH24; and SH5: Wairakei to Mihi to SH38.

- A number of existing **cycle and shared paths** around the Waikato region were upgraded, such as the Waikato River Trail, to make cycling safer and easier.

National Land Transport Fund investment

Activity class	2018–21 actual \$000
Waikato total	\$1,435,671
State highway improvements	672,774
State highway maintenance	334,008
Local road improvements	70,354
Local road maintenance	213,907
Road safety promotion and demand management	5,372
Regional improvements	39,595
Public transport	50,375
Walking and cycling improvements	12,981
Rapid transit and transitional rail	34,839
Investment management	1,466



Bay of Plenty

Where 2018–21 investment was focused

Investment through the 2018–21 NLTP in the Bay of Plenty focused on creating a safer, more resilient transport system to provide better access to essential services and to plan for growth.

Investment highlights

- The **Maungatapu underpass** was built and improvements made to the SH29A Maungatapu and Hairini roundabouts to further improve safety and travel times.
- The **SH36 pedestrian and cycle overbridge between The Lakes and Tauranga Crossing** opened, creating a safe connection across the state highway. This work followed the installation of the Whakapaiwaka overbridge over SH29/Takitimu Drive, connecting Bethlehem and Gate Pā.
- Work began on the \$17 million **Rotorua Eastern Corridor Stage One project** to improve the stretch of SH30/Te Ngae Road from Sala Street to Iles Road. To be completed late 2021, this route will be safer for cyclists, pedestrians and drivers, connecting people to better opportunities providing more predictable journey times.
- A **pou whenua** recognising a traditional pā site uncovered during road safety improvement works was unveiled in July 2020 on **SH29A at Matapihi, Tauranga**. Waka Kotahi worked with Heritage New Zealand and local hapū to have the pou unveiled after the Tukiata Pā site was discovered in March

2017, when contractors were preparing the site for the installation of a median safety barrier on SH29A near Matapihi.

- **SH2 Woodlands Ōpōtiki Shared Path** was completed to improve safety and provide a path for pedestrians and cyclists under the Waioeka Bridge in Ōpōtiki.
- **New speed limits** were introduced on three key corridors: rural Rotorua on SH33/SH30 Okere Falls to Rotokawa Road, SH5 Waiotapu, and SH2 between Katikati and Te Puna.

National Land Transport Fund investment

Activity class	2018–21 actual \$000
Bay of Plenty total	638,304
State highway improvements	229,332
State highway maintenance	158,664
Local road improvements	32,511
Local road maintenance	103,583
Road safety promotion and demand management	3,364
Regional improvements	35,019
Public transport	25,341
Walking and cycling improvements	46,075
Rapid transit and transitional rail	304
Investment management	4,111



Tairāwhiti

Where 2018–21 investment was focused

Record investment in the Tairāwhiti transport system during the 2018–21 NLTP period saw significant improvements to the network, along with increased levels of service and a boost to the region’s economic productivity.

Investment highlights

- The former one-lane **Motu Bridge on SH2** was replaced with a new two-lane bridge (now named Te Whitinga o Tamataipūnoa) at a cost of \$6.5 million, funded through the Regional Economic Development Fund.
- Six million dollars was spent **improving safety on SH2/SH35** with safety barriers, rumble stripes and improved signage, while a further \$1.2 million was spent on road safety campaigns to address driver fatigue, sober driving, wearing seatbelts and back to school safe driving.
- The **Muriel Jones shared path on SH35 Wainui** was extended by 1.6 kms from Sponge Bay to Kaiti and \$2.5 million was spent widening the historic SH35 Gladstone Road Bridge to add a shared path for cyclists and pedestrians.
- The **SH35 Makokomuka safety realignment** project will improve safety on SH35, about 20 kms south of Tokomaru Bay, by realigning the road to remove two narrow bridges and road curves. Much of the work in 2020/21 was in the pre-implementation stage, working through final design and consenting.

- Following approval of the **SH35/2 Passing Opportunities business case**, construction began on more than 10 sites between Gisborne and Ōpōtiki, and Gisborne and Hawke’s Bay. Work will then continue on 15 other sites following these, and additional mobile phone layby sites will be installed, which is a direct result of community feedback.

National Land Transport Fund investment

Activity class	2018–21 actual \$000
Tairāwhiti total	181,945
State highway improvements	17,388
State highway maintenance	67,632
Local road improvements	1,016
Local road maintenance	82,749
Road safety promotion and demand management	680
Regional improvements	9,663
Public transport	1,380
Walking and cycling improvements	1,057
Rapid transit and transitional rail	-
Investment management	380



Hawke's Bay

Where 2018–21 investment was focused

Investment in the Hawke's Bay's transport system during the 2018–21 NLTP focused on improving safety and providing more reliable and resilient access for remote communities, farming, forestry, and tourism to support economic growth and prosperity.

Investment highlights

- The **Hawke's Bay Expressway** underwent significant safety improvements including road widening, side and median barriers, and new passing opportunities. Traffic calming measures were also introduced in the Pakipaki township.
- The **Links Road roundabout** was built, including long deceleration and acceleration lanes for slow vehicles.
- **Watchman Road roundabout** opened, creating a safe intersection at what had been one of New Zealand's most dangerous intersections, and including a new access road to the airport.
- **Safety improvements** were completed on SH2 from Wairoa to Bay View, including 7.7 kms of new roadside barrier, 78 kms of rumble strips and new line markings.
- Work has progressed on **SH51 Clive safety improvements** to remove a passing lane and add two right-hand-turn bays, one into Waitangi Regional Park and the other into Hōhepa (a community of vulnerable people). It also includes converting the passing lane into a cycle lane.

- The **widening of Tahaenui bridge**, the last single lane bridge between Gisborne and Wairoa, has been completed; and the realignment of Raupunga, which will increase the resilience of the corridor, opens later in 2021.

National Land Transport Fund investment

Activity class	2018–21 actual \$000
Hawke's Bay total	268,267
State highway improvements	17,758
State highway maintenance	56,531
Local road improvements	8,561
Local road maintenance	104,777
Road safety promotion and demand management	1,069
Regional improvements	69,115
Public transport	5,460
Walking and cycling improvements	4,123
Rapid transit and transitional rail	-
Investment management	873



Taranaki

Where 2018–21 investment was focused

With Taranaki relying heavily on its road and rail connections to the rest of the North Island for its social and economic wellbeing, the priority for our investment during the 2018–21 NLTP was to improve the safety and reliability of the region’s roading network.

Investment highlights

- The \$37.5 million **Awakino Tunnel Bypass** was opened, part of the SH3 safety and resilience improvements from Awakino Gorge to Mt Messenger. The 2.3 km project included two new bridges, a passing lane and realigned a section of highway north of the tunnel.
- **Initial safety improvements on SH3 between Waitara and Bell Block** were completed, including the removal of a passing lane and the installation of wide centrelines. A new 80 km/h speed limit was also implemented.
- **Safety and resilience works were completed on SH3**, including the Ladies Mile passing lane.
- A **new half roundabout and signalised crossing** were built on **SH45 Moturoa** in New Plymouth.

- A **two-lane bridge** was rebuilt over a damaged culvert on **SH43 at Pohokura**, reinstating the road to two lanes - part of planned works for the Forgotten World Highway (SH43) funded through the regional package of the NZ Upgrade Programme.

National Land Transport Fund investment

Activity class	2018–21 actual \$000
Taranaki Bay total	168,382
State highway improvements	16,656
State highway maintenance	71,528
Local road improvements	10,191
Local road maintenance	54,754
Road safety promotion and demand management	1,371
Regional improvements	6,257
Public transport	6,144
Walking and cycling improvements	956
Rapid transit and transitional rail	-
Investment management	523



Manawatū-Whanganui

Where 2018–21 investment was focused

Investment in Manawatū-Whanganui during the 2018–21 NLTP focused on improving safety, resilience and access with the region being an important hub for moving people and freight across Aotearoa.

Investment highlights

- The \$620 million **Te Ahu a Turanga: Manawatū Tararua Highway project** (Manawatū Gorge replacement), which will stretch 11.5 km from Ashhurst to Woodville, will be hugely transformative. There is strong community, council and iwi support for the project, which won a national planning award earlier in the year. Waka Kotahi achieved all milestones for Te Ahu a Turanga with the project ahead of its earthworks programme at year end.
- The \$19 million **He Ara Kotahi cycling and walking pathway** opened in Palmerston North, connecting Palmerston North City, Massey University and Linton.
- Completion of the **SH1 Whirokino Trestle and Manawatū River Bridge project** between Levin and Foxton has improved safety, resilience and reliability of this key freight route.
- Completion of the **Te Tuawai (The Spine) cycleway** has provided a safe route across the Whanganui City Bridge.

- **Safety improvements have been completed across the region**, including on SH57, from SH1 to Shannon; on SH4 Taumarunui to National Park; SH2 Ngawapurua to Manawatū-Whanganui boundary; SH4 Tōhunga Junction to Whanganui; SH3 Whangaehu to Bulls; and SH1 Bulls to Foxton. The work involved the installation of side barriers, road marking, shoulder widening and rumble strips at high-risk locations.
- The **detailed business case for the Palmerston North Integrated Transport Improvements** was completed, setting out the roading initiatives required to support the region’s growing freight hub and distribution potential.

National Land Transport Fund investment

Activity class	2018–21 actual \$000
Manawatū-Whanganui Bay total	593,446
State highway improvements	203,220
State highway maintenance	119,473
Local road improvements	8,736
Local road maintenance	158,144
Road safety promotion and demand management	2,475
Regional improvements	81,632
Public transport	9,878
Walking and cycling improvements	8,582
Rapid transit and transitional rail	-
Investment management	1,306



Wellington

Where 2018–21 investment was focused

Significant investment in Wellington’s land transport system during the 2018–21 NLTP focused on the SH1 Northern Corridor to improve safety, reliability and resilience of this key route, while also progressing travel choice options in the region with new walking and cycling paths and improved public transport services.

Investment highlights

- The \$7 million **northern and central sections of Lower Hutt’s Beltway cycleway**, from Waterloo Station to the Hutt River, at Taita were completed.
- The \$14.8 million **Te Hikoi Arawera** separated pathway between Lower Hutt and Wainuiomata was completed, in partnership with Hutt City Council.
- Work was completed on the \$6.8 million **Hutt Road cycling improvements**, including Kaiwharawhara Bridge. The Cobham Drive section of the Tahitai pathway was completed; and work is now underway on the \$10 million Oriental Parade to Evans Bay section of the Tahitai bike path. These projects are being delivered in partnership with Wellington City Council.
- The consent was granted and funding approved for construction of the **Ngā Ūranga to Pito-one** section of **Te Ara Tupua**.
- Good progress was made on the \$1.25 billion **Transmission Gully** motorway which is expected

to open to traffic late 2021, and the \$405 million **Peka Peka to Ōtaki** section of the Kāpiti Expressway which is expected to open to traffic in late 2022.

- **Safer speed limits** are being introduced to central Wellington and the community is being consulted on safer speeds on Cobham Drive, improvements to the Golden Mile, and improvements to Thorndon Quay and Hutt Road – all part of Let’s Get Wellington Moving.
- **Significant programme of maintenance work on SH2 through the Wairarapa**, including on the Remutaka Hill was completed to improve safety.

National Land Transport Fund investment

Activity class	2018–21 actual \$000
Wellington total	1,502,798
State highway improvements	654,376
State highway maintenance	156,479
Local road improvements	48,953
Local road maintenance	156,339
Road safety promotion and demand management	7,097
Regional improvements	-
Public transport	285,128
Walking and cycling improvements	69,697
Rapid transit and transitional rail	109,601
Investment management	5,804



Top of the South

Where 2018–21 investment was focused

Making roads safer for everyone was a big focus in the Top of the South during the 2018–21 NLTP, along with providing greater transport choice in Nelson and Richmond through improvements to the cycling and public transport network.

Investment highlights

- Engagement was completed for the **Nelson Future Access** project detailed business case.
- A **speed review** was completed for **SH6 from Blenheim to Nelson** and safer speed limits introduced to help prevent people from being killed or seriously injured.
- The **replacement Saltwater Creek bridge** was opened, in conjunction with Nelson City Council.
- Work was completed on the **Tahunanui shared pathway**.
- Construction was completed of the **shared pathway for walking and cycling between Tākaka and Paines Ford** to improve safety along SH60.
- **Emergency repair works continued on SH60 Tākaka Hill**, following damage by Cyclone Gita. Construction is well advanced across all five sites and on schedule for the highway to re-open to two lanes by the end of 2021.

- Construction of a **new bridge on SH1 over the Ōpaoa River** was completed, providing safer access for cyclists and pedestrians.
- Construction was completed of a **new roundabout at the intersection of SH6 and SH 62** to improve safety.

National Land Transport Fund investment

Activity class	2018–21 actual \$000
Top of the South total (Nelson, Tasman and Marlborough) total	353,442
State highway improvements	64,496
State highway maintenance	113,748
Local road improvements	20,721
Local road maintenance	97,563
Road safety promotion and demand management	2,599
Regional improvements	39,344
Public transport	4,594
Walking and cycling improvements	9,605
Rapid transit and transitional rail	-
Investment management	772



Canterbury

Where 2018–21 investment was focused

Investment during the 2018–21 NLTP in Canterbury focused on making the roading network safer, while ensuring improved access to the region’s significant freight and tourism hubs.

Investment highlights

- The remaining two **Christchurch Motorways projects** were completed: Northern Corridor, with a separate shared walking and cycling path and the South Island’s first high occupancy vehicle lane; and the final stage of the Southern Motorway.
- The earthquake-damaged alternative hazardous goods route was re-opened over **Evans Pass**, from Sumner to Lyttelton.
- The \$28.7 million **fire deluge system in Lyttelton Tunnel** was completed, which has a 1.4 million litre reservoir – the same volume of water as a 25 metre swimming pool.
- The **realignment of Mingha Bluff**, through Arthur’s Pass National Park was completed, significantly improving safety and strengthening this key freight route to the West Coast.
- **Speed reviews** were completed across the region, including at Burkes Pass, Glenavy, West Melton, Winchester, Yaldhurst, SH1 Templeton to Dawsons, Waikuku to Lineside Road in North Canterbury, as well as to the north and south of Kaikōura.

- **Safety barriers** were installed in places like Queen Elizabeth II Drive, Christchurch, and on SH7 between Waipara to Waikari.
- **New shared paths** were opened across the region, including the Leeston to Doyleston Cycleway in Selwyn; a path linking Woodend to Gladstone Park and Pegasus in Waimakariri; and significant sections of Christchurch’s Major Cycleways.

National Land Transport Fund investment

Activity class	2018–21 actual \$000
Canterbury total	1,337,319
State highway improvements	636,421
State highway maintenance	212,129
Local road improvements	105,781
Local road maintenance	252,964
Road safety promotion and demand management	5,135
Regional improvements	7,874
Public transport	92,464
Walking and cycling improvements	21,691
Rapid transit and transitional rail	1,312
Investment management	1,548



West Coast

Where 2018–21 investment was focused

Building resilience into the transport network was the priority for investment on the West Coast during the 2018–21 NLTP.

Investment highlights

- Construction was completed of the **new two-lane Ahaura Bridge**, replacing an old single-lane partial wooden bridge to strengthen freight connections.
- The **Bailey bridge across the Waiho River** that was damaged by a major flooding event was reinstated.
- **Safety improvements** at the **Manakaiaua Bridge on SH6** were completed. This included work on the approaches and new guardrails.
- Construction was completed of the **Croesus Trail**, 10 kms of which forms part of the 55 km Great Walk Paparoa Track.
- **Significant repairs** were completed following ex-Cyclone Fehi at Dolomite Point, 17 Mile Bluff, Bruce Bay and Gates of Haast.
- Roading, parking and path **safety improvements** were completed at **Punakaiki**, delivered in partnership with the Department of Conservation and Buller District Council.

- Work was completed on **SH6, SH7 and SH73** to prevent slips and rock falls.
- Eight new slow-vehicle passing bays were built on **SH73 and SH7**.

National Land Transport Fund investment

Activity class	2018–21 actual \$000
West Coast total	215,781
State highway improvements	35,074
State highway maintenance	135,647
Local road improvements	869
Local road maintenance	33,374
Road safety promotion and demand management	312
Regional improvements	9,973
Public transport	340
Walking and cycling improvements	-
Rapid transit and transitional rail	-
Investment management	192



Otago and Southland

Where 2018–21 investment was focused

Significant progress was made during the 2018–21 NLTP to improve safety, improve public transport and new walking and cycling travel options, and build greater resilience into Otago and Southland’s land transport system.

Investment highlights

- Work began on the \$31 million **final section of the shared path** that will create a safe, off-road walking and cycling link between **Port Chalmers and Dunedin**.
- **Safety was improved** along 935 kms of high-risk rural highway throughout Otago and Southland with a \$14 million programme to install barriers and improved signage.
- Construction began on a **new roundabout** to improve safety and reduce the severity of crashes at the busy **SH1/Elles Road intersection**, in south Invercargill. This is scheduled to open in the first half of 2022.
- **Speed reviews** were completed along state highways: SH88 Port Chalmers township, SH1 Waihola township, SH6 Luggate township, SH1 Balclutha, SH90 Tapanui, and SH6/SH94 Lumsden township.
- A **new Alpine Operations Centre on SH94** was opened to house tunnel operations staff, and the Milford Road avalanche and rockfall protection programmes team.

- Work is nearing completion by the Queenstown Lakes District Council to seal the remainder of **Ballantyne Road**, increasing safety on an important route in Wanaka.
- Design of the **Wakatipu Active Travel Network** is nearing completion, and \$14 million was approved for delivering cycle connections to Frankton and from Jack’s Point to Frankton.
- **A new, smarter Bee Card** bus card system was rolled out in Dunedin and Queenstown to make it even easier for people to use public transport. Approved funding for this project is about \$7 million.

National Land Transport Fund investment

Activity class	2018–21 actual \$000
Otago and Southland total	637,690
State highway improvements	56,044
State highway maintenance	220,446
Local road improvements	82,659
Local road maintenance	184,571
Road safety promotion and demand management	2,408
Regional improvements	25,295
Public transport	37,265
Walking and cycling improvements	26,514
Rapid transit and transitional rail	-
Investment management	2,488

