



# NLTP

National Land Transport Programme

## Central Region | June 2008



## National overview

### Expenditure of \$2.7 billion has been allocated in the final annual National Land Transport Programme (NLTP).

The 2008/09 NLTP funding allocation sees \$2.43 billion provided by the National Land Transport Account (NLTA) with \$272.8 million sourced from the National Land Transport Fund (NLTF) for road policing. This national allocation includes Crown and regionally distributed funds.

The activities funded through the 2008/09 NLTP support Land Transport NZ's aim of aligning NLTP funding with its strategic objective of contributing to an integrated, safe, responsible and sustainable land transport system. Land Transport NZ envisages a future that sees:

- > increased use of active and shared modes of transport
- > fewer motor vehicle crashes
- > improved safety, environmental and energy performance of vehicles and vehicle use
- > reduced need to travel
- > more efficient commercial transport
- > better connected transport solutions
- > improved reliability, safety and efficiency of networks
- > improved value for money in maintenance and development of networks.

The allocations published in the NLTP provide for growth in passenger transport services, and walking and cycling while maintaining, operating and renewing existing transport infrastructure. This reflects the priority they have been given by both Land Transport NZ and councils.

Local road maintenance allocations are at the level negotiated with councils during maintenance negotiations while local road improvement allocations are similar to those in the 2007/08 NLTP. Funding for state highway construction activity has been based on the programme of works in the state highway funding guarantee announced by the government in 2006.

The 2008/09 road policing programme (RPP) includes a range of initiatives that are aligned with the Road Safety to 2010 Strategy, in particular focusing on drink-driving and trauma promoting offences.

A full research, education and training (RET) programme, which is now part of the NLTP, enables Land Transport NZ to commission research that contributes toward making New Zealand's land transport system more integrated, safer, responsive and sustainable. The RET programme also includes national advertising on land transport related issues and national promotion of walking and cycling. Total funding for all components of the RET programme for 2008/09 is \$27.6 million.

Forecast expenditure in NLTP	Allocations 2008/09	
	\$ million	%
Maintenance and renewal local roads	453.0	18.6
Maintenance and renewal state highways	470.0	19.3
Improvement local roads	222.4	9.1
Improvement state highways	791.0	32.5
Regional development	4.3	0.2
Use of the transport system	52.5	2.2
Passenger transport	325.1	13.4
Research, education and training	27.6	1.1
Administration	86.6	3.6
<b>TOTAL</b>	<b>2432.5</b>	<b>100.0</b>
NZ Police land transport activities	272.8	

Notes:

Local maintenance includes emergency works and escalation contingency

State highway maintenance includes property operations

Passenger transport includes escalation contingency

### Key features of this NLTP

- > Funding for ongoing activities including maintenance and passenger transport services and funds committed to projects approved in previous years.
- > Maintenance funding for local roads and state highways. This accounts for 37.9% of NLTP funding.
- > State highway construction funding. This has increased by \$127 million from last year's allocation to \$791.0 million in 2008/09. Local road construction funding is up by \$10 million to \$222.4 million in 2008/09.
- > Passenger transport will receive \$325.1 million in 2008/09, an increase of \$62 million over 2007/08.

### New Zealand regional summary

Regional allocations, as shown in the following table, represent the known allocations from the National Land Transport Account. Generally, these cover road maintenance, passenger transport services and construction projects where funding has already been approved. They don't include unallocated funding for particular projects. A large part of road construction, walking and cycling, and passenger transport infrastructure funding can't be allocated to regions at this time. Therefore the amounts shown for each region will increase as projects are approved during the year. A decrease in the amount of funding for a region does not mean there will be a decline in the amount of funded transport activity.

## National overview continued

### National, regional and Crown funding

Funding is allocated from three sources – the national (N) fund; regionally distributed (R) fund and the Crown (C) fund.

- > R funding is used for a range of transport activities that have insufficient national priority to be funded from the national (N) fund. Details of the indicative projects are in the 2008/09 NLTP book. Generally the same financial assistance rates apply to N, R and C funding.
- > C funding comes from the Crown account contributed by government for specific regions' land transport needs. In 2008/09 \$109.7 million in C funding has been allocated.

### Three-year NLTP

From 2009/10, the NLTP will change to a three-year funding cycle. Land Transport New Zealand and its successor from 1 July, the New Zealand Transport Agency, will be keeping approved organisations and key stakeholders fully informed on the most significant change to the NLTP since 2003 when the Land Transport Management Act brought in the requirement for long-term financial forecasts.

Forecast expenditure by region	Allocations 2008/09	
	\$ million	%
Northland	89.5	3.7
Auckland	850.4	35.0
Waikato	247.0	10.2
Bay of Plenty	153.1	6.3
Gisborne and Hawkes Bay	97.5	4.0
Taranaki	64.3	2.6
Manawatu/Wanganui	77.3	3.1
Wellington	293.8	12.1
Malborough, Nelson and Tasman	58.6	2.4
Canterbury	139.7	5.7
West Coast	45.0	1.9
Otago and Southland	134.8	5.5
Provision for emergency work/escalation	137.8	5.7
National delivered programmes*	43.7	1.8
<b>TOTAL</b>	<b>2,432.5</b>	<b>100</b>

Note:

Includes state highway property operations

Includes research, education and training

## Gisborne and Hawkes Bay

**Access to the port of Napier, particularly from the south, continues to be an issue for Napier city, with heavy vehicles, tourist traffic and local traffic all sharing city streets. The Wairoa district continues to be faced by safety and efficiency challenges on the SH 2 link to Hawkes Bay, including the narrow and demanding Matahorea and Putorino gorges.**

Recently announced continuation of regional development funding for Tairāwhiti should enable the completion of all priority works in this area.

### Completed improvement activities

Land Transport NZ funding in the past year has enabled the successful completion of:

- > the Meeanee Road interchange on the Hawkes Bay expressway (SH 50), which was opened in late 2007 (\$8.6 million)
- > the Hirini Street port access road in Gisborne (\$2.5 million from regional development funds).

### Continuing improvement activities

Continued funding has been committed to projects from last year. In the Gisborne and Hawkes Bay regions, this includes:

- > design of the Matahorea Gorge realignment on SH 2 between Napier and Wairoa
- > the Hawkes Bay expressway southern extension
- > design of the Waipukurau overbridge realignment project on SH 2.

### Road maintenance and renewals

A total of \$61.6 million has been allocated for the maintenance of Gisborne and Hawkes Bay roads, an increase of \$6.0 million over the 2007/08 allocation. Of the total, \$30.0 million has been allocated for the maintenance of the region's local roads and \$31.7 million for state highways.

### Road improvements

Projects that may be approved over the year if applications are submitted and the projects continue to meet funding requirements include:

- > construction of the Hastings northern arterial in Hastings district
- > East Cape Road seal extension
- > construction of stage 6 of the Napier cycleway project
- > construction of the Waipukurau overbridge realignment on SH 2.

### Use of the transport system

#### Walking and cycling

- > Construction of the Wainui cycleway between Gisborne and Wainui (\$500,000 from regionally distributed funds).
- > Construction of the Crosses Road cycleway project in Hastings district to provide a safe cycle link between Hastings and Havelock North (\$800,000).

#### Community-focused activities

Community-focused activities will be funded through the NLTP that enable councils to work with local community groups to develop and deliver local transport safety and sustainability activities (\$607,773).

### Passenger transport

A total of \$1.0 million has been allocated to Gisborne and Hawkes Bay for passenger transport operations and total mobility activities. The Hawkes Bay Regional Council is considering options and costings for upgrading existing bus services to provide for more commuter services. The council has budgeted for a significant increase in services over the next three years.



Billboard on the East Coast state highway network.

## Road policing programme

### Gisborne

Funding for road policing and associated activities in the Gisborne region (including Wairoa district) totals \$5.104 million for the 2008/09 year. This comprises:

- > \$4.392 million for strategic road policing activities (ie, enforcement of speed, drinking and/or drugged driving, restraint wearing and general road safety).

The \$5.104 million funds all road policing including vehicles, communications, equipment, accommodation and staff.

### Hawkes Bay

Funding for road policing and associated activities in the Hawkes Bay region (excluding Wairoa district) totals \$9.112 million for the 2008/09 year. This comprises:

- > \$7.326 million for strategic road policing activities (ie, enforcement of speed, drinking and/or drugged driving, restraint wearing and general road safety).

The \$9.112 million funds all road policing including vehicles, communications, equipment, accommodation and staff.

Forecast expenditure in NLTP	2008/09	
	\$ million	%
Maintenance and renewal local roads	29.9	30.7
Maintenance and renewal state highways	31.7	32.5
Improvement local roads	11.7	12.0
Improvement state highways	15.6	16.0
Regional development	2.2	2.3
Use of the transport system	1.8	1.8
Passenger transport	1.0	1.0
Administration	3.6	3.7
<b>TOTAL</b>	<b>97.5</b>	<b>100.0</b>
NZ Police land transport activities	14.2	

Note:

Local maintenance does not include emergency works and escalation contingency

State highway maintenance does not include property operations

Passenger transport does not include escalation contingency

Actual expenditure in 2008/09 may differ from the estimates, depending on activity levels.

## Manawatu/Wanganui

Heavy vehicle usage on the region's roads is a continuing concern. Palmerston North lies on the junction of north-south and east-west road and rail routes and is a popular location for distribution businesses. Studies and investigations are continuing into future heavy vehicle routes and an additional crossing of the Manawatu River.

Managing the connections between state highways and local roads, as well as access to state highways from adjacent land is another priority, so that key arterial roads work effectively for long distance traffic.

### Completed improvement activities

Land Transport NZ funding in the past year has enabled the successful completion of:

- > a change to the intersection priority at SH 56 Opiki (\$1.1 million)
- > investigations into sites for a possible new bridge across the Manawatu River in Palmerston North (\$805,000).

### Continuing improvement activities

Continued funding has been committed to projects from last year including:

- > sealing the remaining unsealed sections of the Whanganui River Road and the Raetihi-Pipiriki Road in the Wanganui and Ruapehu districts (\$7.5 million – year two of a six year programme)
- > continuing the seal extension project on the Taihape-Napier Road in the Rangitikei district (\$11.85 million).

### Road maintenance and renewals

A total of \$44.7 million has been allocated for the maintenance of Wanganui and Manawatu roads, an increase of \$0.8 million over the 2007/08 allocation. Of the total, \$34.5 million has been allocated for the maintenance of the region's local roads and \$10.2 million for state highways.

### Road improvements

Projects that may be approved over the year if applications are submitted and the projects continue to meet funding requirements include:

#### Local road projects

- > An upgrade of Saddle Road pavement (\$1.7 million).
- > Improvements to the Pahiatua Track route in Tararua District (\$4 million).
- > The widening of Ferguson Street in Palmerston North city to four lanes to ease congestion (\$2 million).

### Use of the transport system

#### Walking and cycling

A number of walking and cycling programmes will continue in the region in 2008/09 to promote the use of safe and sustainable transport to help reduce traffic congestion, including:

- > Railway Road cycle facilities in Palmerston North city
- > implementation of the cycling and shared use path plan in Wanganui district.

## Community-focused activities

Community-focused activities will be funded through the NLTP that enable councils to work with local community groups to develop and deliver local transport safety and sustainability activities (\$807,308).

## Passenger transport

A total of \$2.0 million has been allocated to the Manawatu/Wanganui region for passenger transport operations and total mobility activities. This includes continued funding for the unlimited access bus services for Massey University students between the university and Palmerston North. This service is helping to reduce traffic congestion near the university and on the Fitzherbert Bridge over the Manawatu River.

Palmerston North City has requested funds for the investigation of a new bus terminal in the central city.

## Road policing activities

Funding for road policing and associated activities in the Manawatu/Wanganui region totals \$17.021 million for the 2008/09 year. This includes:

- > \$14.321 million for strategic road policing activities (ie, enforcement of speed, drinking and/or drugged driving, restraint wearing and general road safety).

The \$17.021 million funds all road policing including vehicles, communications, equipment, accommodation and staff.

Forecast expenditure in NLTP	2008/09	
	\$ million	%
Maintenance and renewal local roads	34.5	44.6
Maintenance and renewal state highways	10.2	13.2
Improvement local roads	14.8	19.2
Improvement state highways	12.2	15.7
Use of the transport system	1.2	1.6
Passenger transport	2.0	2.6
Administration	2.4	3.1
<b>TOTAL</b>	<b>77.3</b>	<b>100.0</b>
NZ Police land transport activities	17.0	

Note:

Local maintenance does not include emergency works and escalation contingency

State highway maintenance does not include property operations

Passenger transport does not include escalation contingency

Actual expenditure in 2008/09 may differ from the estimates, depending on activity levels.

# Wellington

## Wellington

**More than 31,000 commuters use the region's passenger transport system to travel to and from Wellington's city centre every day. Demand on this system is increasing in the face of record fuel prices. Some improvements have been completed to this system including the refurbishment of the Wellington-Wairarapa rolling stock and the ordering of 70 new electric multiple units. Funding has been approved for the design and construction of bus lanes in the central city.**

Work is underway to develop the rail upgrades necessary to enable the introduction of the new electric multiple units and to extend electrified services to Waikanae.

## Completed improvement activities

Land Transport NZ funding in the past year has enabled the successful completion of:

- > extension of the wire rope median barrier on the coastal section of SH 1 between Paekakariki and Pukerua Bay (\$14.5 million)
- > stage 3 of the programme of earthquake strengthening of road retaining walls in the Ngaio Gorge in Wellington city (\$650,000)
- > Wairarapa line station upgrades (\$3.9 million).

## Continuing improvement activities

Continued funding has been committed to projects from last year. In the Wellington region this includes funding for:

- > construction of the Dowse to Petone project on SH 2 to eliminate two sets of traffic signals that will provide safety and efficiency benefits (\$77.3 million)
- > the final stages of investigation for the Kapiti Western Link Road (\$2.2 million)
- > improvements to the Otaki roundabout on SH 1
- > design and implementation of bus priority measures in Wellington city (total cost estimated to be \$16 million).

## Road maintenance and renewals

A total of \$45.8 million has been allocated for the maintenance of the Wellington region's roads, an increase of \$10 million over the 2007/08 allocation. Of the total, \$25.2 million has been allocated for the maintenance of the region's local roads and \$20.6 million for state highways.

## Road improvements

Projects on the indicative priority list, which may be approved over the year if applications are submitted and the projects continue to meet funding requirements include:

### Local roading projects

- > A study into pedestrian access to public transport in Wellington city and the beginning of the implementation of improvements (\$1.6 million).
- > Intersection improvements at Kapiti Road/Rimu Road and the Rimu Road/Raumati Road intersections in Kapiti Coast district (\$1.2 million).

### State highway projects

- > Investigation of improvements to SH 1 near the Basin Reserve in Wellington (\$2.7 million).

### Smaller state highway projects

- > Development of variable message signs for the Wellington region and extension of the Active Traffic Management System facility between Petone and Ngauranga on SH 2 (\$3.3 million).

## Use of the transport system

### Walking and cycling

Continuation of cycle projects in Kapiti Coast district. Three projects have been requested for 2008/09 (\$453,150).

## Community-focused activities

Community-focused activities funded through the NLTP allow councils to work with local community groups to develop and deliver local land transport safety and sustainability activities (\$1,439,428).

### Travel demand management

Continuation of Greater Wellington Regional Council's travel behaviour change programme aimed at major employers, schools and institutions.

### Passenger transport

A total of \$129 million has been allocated to Wellington's passenger transport operations and total mobility activities for 2008/09. Programmes to accelerate Wellington's passenger rail improvements funded largely from the various Crown allocations will continue. Funding commitments for this total \$74.2 million in 2008/09.

Passenger transport improvement projects that may commence during the year include:

- > upgrades to power supply and signalling, platforms and stations, required for the introduction of 70 new electric multiple units
- > the proposed extension of the electric train services from Paraparaumu to Waikanae
- > double-tracking of the Western line from MacKay's Crossing to Waikanae.

### Road policing activities

Funding for road policing and associated activities in the Wellington region totals \$24.361 million for the 2008/09 year. This includes:

- > \$18.743 million for strategic road policing activities (ie, enforcement of speed limits, alcohol and/or drug affected driving, restraint wearing and general road safety)

The \$24.361 million funds all road policing including vehicles, communications, equipment, accommodation and staff.

Forecast expenditure in NLTP	2008/09	
	\$ million	%
Maintenance and renewal local roads	25.2	8.6
Maintenance and renewal state highways	20.6	7.0
Improvement local roads	16.2	5.5
Improvement state highways	86.7	29.5
Use of the transport system	2.6	0.9
Passenger transport	129.0	43.9
Administration	13.5	4.6
<b>TOTAL</b>	<b>293.8</b>	<b>100.0</b>
NZ Police land transport activities	24.4	

Note:

Local maintenance does not include emergency works and escalation contingency

State highway maintenance does not include property operations

Passenger transport does not include escalation contingency

Actual expenditure in 2008/09 may differ from the estimates, depending on activity levels.

## Marlborough, Nelson and Tasman

**Nelson is considering a new Regional Land Transport Strategy that places an early emphasis on improved passenger transport, travel demand management and walking and cycling. If adopted, this strategy will provide commuter bus services and some bus priority.**

Marlborough rural roads, which are facing much higher usage as forest areas come into production, will need work to improve pavement strength and width. In the Tasman district rapid growth has placed pressure on urban roads, especially in Richmond.

### Completed improvement activities

Land Transport NZ funding in the past year has enabled the successful completion of:

- > the Awatere Bridge on SH 1 in Marlborough
- > the replacement of the Tahunanui roundabouts in Nelson.

### Continuing improvement activities

- > In Tasman district, construction of the Ruby Bay bypass will begin.

### Road maintenance and renewals

A total of \$30.1 million has been allocated for the maintenance of Marlborough, Nelson and Tasman roads, an increase of \$0.9 million over the 2007/08 allocation. Of the total, \$10.7 million has been allocated for the maintenance of local roads and \$19.4 million for state highways.

### Road improvements

Projects that may be approved over the year if applications are submitted and the projects continue to meet funding requirements include:

#### Local roading projects

- > Further upgrading and strengthening of Northbank Road in Marlborough district.
- > The Marsden/Ridgeway intersection in Nelson city.



Old and new Awatere Bridge south of Blenheim.

### State highway projects

- > Safety improvements to SH 62 Rapaura Road in Marlborough district.

### Use of the transport system

#### Walking and cycling

Nelson City and Tasman District Councils have proposed the design and construction of walking and cycling projects with a combined total of \$925,187 in 2008/09.

#### Community-focused activities

Community-focused activities funding allows councils to work with local community groups to plan, develop and deliver local land transport safety and sustainability activities (\$531,188).

### Passenger transport

Marlborough, Nelson and Tasman will be allocated \$0.4 million in 2008/09 for passenger transport operations and total mobility activities.

### Road policing activities

Funding for road policing and associated activities in the Marlborough/ Nelson/Tasman region (including Kaikoura district) totals \$8.334 million for the 2008/09 year. This also includes Kaikoura district. This includes:

- > \$6.943 million for strategic road policing activities (ie, enforcement of speed, drinking and/or drugged driving, restraint wearing and general road safety).

The \$8.334 million funds all road policing vehicles, communications, equipment, accommodation and staff.

Forecast expenditure in NLTP	2008/09	
	\$ million	%
Maintenance and renewal local roads	10.7	18.2
Maintenance and renewal state highways	19.4	33.1
Improvement local roads	3.8	6.5
Improvement state highways	21.0	35.8
Use of the transport system	1.5	2.6
Passenger transport	0.4	0.7
Administration	1.8	3.1
<b>TOTAL</b>	<b>58.6</b>	<b>100.0</b>
NZ Police land transport activities	8.3	

*Note:*

*Local maintenance does not include emergency works and escalation contingency*

*State highway maintenance does not include property operations*

*Passenger transport does not include escalation contingency*

*Actual expenditure in 2008/09 may differ from the estimates, depending on activity levels.*

#### For further information...

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