



# NLTP

National Land Transport Programme

## Midland 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, they 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*

# Waikato

**Growth in the volume of heavy commercial vehicles on the region's roads, particularly inter-regional traffic to Auckland and Bay of Plenty ports, has led to increasing traffic conflict and safety challenges. Route security on state highways is a major focus for the region to ensure reliable movement of freight and maintain connections between communities.**

A review of the Regional Passenger Transport Plan has been completed and provides a framework within which the passenger transport system can contribute to the wider regional transport vision. The key objectives for passenger transport in the Waikato region are to improve access and mobility and reduce congestion.

Walking and cycling continues to be a focus throughout the Waikato region. Environment Waikato has developed a Regional Walking and Cycling Strategy for formal consultation.

## Completed improvement activities

- > Construction of four-laning and a signalised intersection located at Church Road, Wairere Drive and Avalon Drive has been completed – this will reduce congestion in the rapidly developing northern area of Hamilton.
- > Work on the realignment of 'Truckies Corner' in the Awakino Gorge has been completed.
- > Repiling and redecking of the Waiharekeke bridge joining Otorohanga and Waikato Districts has been completed (\$1.2m).

## Continuing improvement activities

Continued funding has been committed to the following Waikato projects from last year. These include:

- > construction of the SH 1 Avalon Drive bypass in Hamilton to address safety and congestion along the existing route (\$41 million)
- > construction of the SH 2 Mangatawhiri deviation to address the high crash rate in the area (\$45.9 million)
- > design and construction of the Taupo East Arterial bypass
- > design of the Waikato Expressway on SH 1 to bypass Ngāruawāhia to improve route efficiency (\$8 million).

## Road maintenance and renewals

A total of \$106.4 million has been allocated for the maintenance of Waikato road networks, an increase of \$7.4 million over the 2007/08 allocation. Of the total, \$43.4 million has been allocated for the maintenance of the region's local roads and \$63.0 million for state highways.

## Roading improvements

The following schedule of projects **may** be approved during the year.

### Significant roading projects

- > Design of a western corridor route bypassing Te Rapa on SH 1 to provide congestion relief (\$5 million).
- > Construction of a new signalised intersection on SH 1 at Greenwood/Killarney to upgrade the roundabout and relieve congestion (\$3.8 million).
- > Construction of replacement bridges on SH 25 in Thames at Tarau (\$4.5 million) and Te Puru (\$4.7 million) to reduce the flooding risk for the local community.
- > Construction of a replacement bridge over the Kirikiri Stream on SH 26 near Kopu to relieve flooding problems (\$3.9 million).

## Use of the transport system

### Walking and cycling

- > A number of projects have been undertaken in the 2007/08 year to improve walking and cycling facilities throughout the Waikato region.
- > Significant cycling projects are in the process of being constructed in Hamilton city to create an integrated walking and cycling network.

### Community-focused activities

- > There is a strong uptake of community-focused activities across the Waikato region, including regional road safety advertising campaigns, training sessions and the employment of local road safety coordinators.

### Rail and sea freight

- > Funding for a Regional Rail Development Feasibility Study for the region has been approved. The study will help to determine the likely form and function of future freight and passenger rail transport in the Waikato.



The upgraded Church Road, Wairere Drive and Avalon intersection in Hamilton.

Forecast expenditure in NLTP	2008/09	
	\$ million	%
Maintenance and renewal local roads	43.4	17.6
Maintenance and renewal state highways	63.0	25.5
Improvement local roads	34.9	14.1
Improvement state highways	82.7	33.5
Use of the land transport system	5.5	2.2
Passenger transport	6.7	2.7
Administration	10.8	4.4
<b>TOTAL</b>	<b>247.0</b>	<b>100.0</b>
NZ Police land transport activities	29.2	

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.

## Passenger transport

A total of \$6.7 million has been allocated to the Waikato region's passenger transport operations and total mobility activities for 2008/09. Bus patronage is growing throughout the region, with buses now carrying over 3 million passengers annually.

Public passenger transport improvements in the region have included:

- > extending the 'Real Time' information system in Hamilton
- > an accessibility transport trial in Hamilton CBD to determine appropriate levels of service for the transport disadvantaged.

## Road policing activities

Funding for road policing and associated activities in the Waikato region totals \$29.162 million for the 2008/09 year. This includes:

- > \$23.928 million for strategic road policing activities (ie enforcement of speed limits, alcohol and/or drug affected driving, restraint wearing and general road safety).

The \$29.162 million funds all road policing vehicles, communications, equipment, accommodation and staff.

## Bay of Plenty

**Strong economic and population growth have combined to present a range of transport challenges for the Western Bay of Plenty.**

Route security and access to the Port of Tauranga for heavy commercial vehicle activity from Opoitiki, Rotorua, Hamilton and Auckland are high priorities.

Public transport uptake is likely to increase due to rising fuel prices and long travel times for drivers caused by traffic congestion at peak times.

### Completed improvement activities for 2007/08

- > Four-laning of Hewletts Road in Tauranga.
- > Widening of Ohope Road in Whakatane has been completed.

### Continuing improvement activities

Continued funding has been committed to projects from last year. In the Bay of Plenty, these include:

- > the harbour link (second harbour bridge), which will connect the Hewletts Road four-laning to the east and Takitimu Drive to the west of Tauranga harbour (\$225 million)
- > design and construction of enabling works for the Pyes Pa bypass
- > upgrading of the Putiki Road bridge to improve safety in the Whakatane district.

### Road maintenance and renewals

A total of \$56.5 million has been allocated for the maintenance of Bay of Plenty roads, an increase of \$5.4 million over the 2007/08 allocation. Of the total, \$19.5 million is for the maintenance of the region's local roads and \$37.0 for state highways.

### Road improvements

The following projects may be approved during the year, if applications are submitted and the projects continue to meet funding requirements.

#### Local roading projects

- > The construction of a roundabout on Malfroy and Ranolf streets in Rotorua to improve safety and reduce congestion.

#### Smaller state highway projects

- > Widening two bridges over the Mangarewa stream on SH 36 to improve safety (\$2.8 million).



Work is progressing on the construction of the new bridge as part of the Tauranga Harbour Link project.

### Forecast expenditure in NLTP

	2008/09	
	\$ million	%
Maintenance and renewal local roads	19.5	12.7
Maintenance and renewal state highways	37.0	24.2
Improvement local roads	5.4	3.5
Improvement state highways	78.1	51.0
Use of the land transport system	1.9	1.3
Passenger transport	4.0	2.6
Administration	7.2	4.7
<b>TOTAL</b>	<b>153.1</b>	<b>100.0</b>
NZ Police land transport activities	15.6	

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.

## Use of the transport system

### Community-focused activities

- > There is a strong uptake of community-focused activities across the Bay of Plenty region, including local road safety advertising campaigns, training sessions and the employment of local road safety coordinators.

### Travel demand management

The Rotorua District Council has developed a Travel Demand Management Strategy that includes an access analysis and passenger transport enhancements (\$50,000).

### Walking and cycling

- > Environment BoP has completed the development of a regional Walking and Cycling Strategy.
- > A number of walking and cycling projects are planned for construction in Rotorua, Tauranga and Whakatane.

## Passenger transport

A total of \$4.0 million has been allocated to Bay of Plenty's passenger transport operations and total mobility activities for 2008/09. Environment BoP is working closely with Tauranga city to ensure bus services match increased demand. Other projects include:

- > an investigation into options for a central city public transport centre for Rotorua
- > Tauranga City Council may commence the design of a public transport centre in the Tauranga CBD during 2008/09.

## Road policing activities

Funding for road policing and associated activities in the Bay of Plenty region totals \$15.634 million for the 2008/09 year. This includes:

- > \$13.109 million for strategic road policing activities (ie, enforcement of speed limits, alcohol and/or drug affected driving, restraint wearing and general road safety).

The \$15.634 million funds all road policing vehicles, communications, equipment, accommodation and staff.

## Taranaki

**The transportation of dairying and forestry products continues to have an impact on Taranaki roads. Demand has increased for good connectivity and route security including bridge renewals, underpasses and additional passing lanes.**

The SH 3 corridor connecting the region to Waikato continues to be a key focus for the region, along with maintaining the existing rail network, particularly the Stratford to Okahukura line.

Public transport continues to grow in the region, with contract renewal of New Plymouth bus services, continuation of a weekly bus service between New Plymouth and Inglewood and return bus services linking Opunake with Hawera and New Plymouth, and Waverley-Patea with Hawera.

### Completed improvement activities 2007/08

- > An upgrade of the Mangaorei Road/SH 3 intersection has been carried out to reduce congestion and improve safety (\$70,000).
- > Realignment at Awakino on SH 3 was completed in the first half of 2008.

### Continuing improvement activities

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

- > construction of the Bell Block bypass on SH 3, a new route between Paraiti Road and Egmont Road bypassing a section of highway with a high crash rate (\$20.2 million)
- > construction of Rugby Road underpass realignment on SH 3 to address safety issues (\$9.2 million).

### Road maintenance and renewals

A total of \$37.7 million has been allocated to the maintenance of Taranaki roads, an increase of \$6.9 million over the 2007/08 allocation. Of the total, \$13.2 million is for the maintenance of the region's local roads and \$24.5 million for state highways.

### Road improvements

The following projects may be approved during the year, if applications are submitted and the projects continue to meet funding requirements.



Looking towards New Plymouth, work continues on the \$20.2m Bell Block bypass.

Forecast expenditure in NLTP	2008/09	
	\$ million	%
Maintenance and renewal local roads	13.2	20.5
Maintenance and renewal state highways	24.5	38.2
Improvement local roads	1.8	2.8
Improvement state highways	19.8	30.7
Use of the land transport system	1.4	2.2
Passenger transport	0.8	1.2
Administration	2.8	4.4
<b>TOTAL</b>	<b>64.3</b>	<b>100.0</b>
NZ Police land transport activities	7.9	

*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.

### Local roading projects

- > Upgrading of three bridges on Wiremu Road to improve safety in the South Taranaki district (\$480,000).
- > Six bridge and culvert replacements on the Carrington, Ngatoto, North Saunders, Tarawai, Toii and Okau roads, and one bridge strengthening on Tarata Road, to improve safety in the New Plymouth district (\$1.01 million).

### Smaller state highway projects

- > Widening of the Tangahoe bridge to improve safety (\$1.50 million).

### Use of the transport system work completed in 2007/08

A total of \$1.4 million has been allocated in the Taranaki region to be used for transport system activities including walking and cycling initiatives during 2008/09.

### Walking and cycling

- > The 3.6km eastern cycleway linking New Plymouth to Bell Block via an off-road cycleway and walkway (\$3.1 million).

### Passenger transport

A total of \$754,000 has been allocated to the Taranaki region's passenger transport operations and total mobility activities for 2008/09.

Following a review of Taranaki's Regional Passenger Transport Plan, new bus services will provide an indication of how the region's passenger transport system may be enhanced.

### Road policing activities

Funding for road policing and associated activities in the Taranaki region totals \$7.873 million for the 2007/08 year. This includes:

- > \$6.788 million for strategic road policing activities (ie, enforcement of speed limits, alcohol and/or drug affected driving, restraint wearing and general road safety).

The \$7.873 million funds all road policing vehicles, communications, equipment, accommodation and staff.

#### For further information...

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