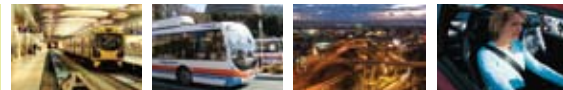




NLTP

National Land Transport Programme

Northern 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
TOTAL	2432.5	100.0
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 do not 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
TOTAL	2,432.5	100

Note:

Includes state highway property operations

Includes research, education and training

Northland

The weather continues to have a major influence on transport in Northland and extreme weather events are leading to increasing demands for resources for restoring networks and infrastructure.

Continuing growth in tourist traffic is also placing pressure on the region's road networks, especially when it mixes with logging trucks and commercial traffic. The completion of the sealing of SH 1 to North Cape will help improve road safety on this key tourist route.

Land Transport NZ maintains its commitment to the Northland area with investigation work on the Kamo bypass stage 2 incorporating an extension of Spedding Road.

Completed improvement activities

Land Transport NZ funding in 2007/08 enabled the successful completion of:

- > construction of the Kerikeri heritage bypass to relocate traffic from an historic site, improve route connectivity around Kerikeri and reduce flooding risk to heritage buildings in the Kerikeri basin (\$19.9 million).

Continuing improvement activities

Continued funding has been committed to projects from 2007/08. In the Northland region this includes:

- > construction started on the SH 1 Waitaki Landing to Cape Reinga seal extension project (\$14.5 million)
- > One Tree Point roundabout construction at the intersection of SH 1 and SH 15A (\$3 million)
- > Wairau River s-bends realignment on SH 12 (\$2.2 million).

Road maintenance and renewals

A total of \$56.1 million has been allocated for the maintenance of the Northland region's road networks an increase of \$6.6 million over the 2007/08 allocation. Of the total, \$27.4 million has been allocated for the maintenance of the region's local roads and \$28.7 million for state highways.

Road improvements

Projects that may be approved during the year, if local authorities or Transit submit applications and the projects continue to meet funding requirements, include:

Local roading projects

- > Waipapa Road widening near Kerikeri. This route improvement will allow better connectivity between Kerikeri and Waipapa and links to the recently completed Heritage bypass project. Improved safety and walking and cycling facilities are key features (\$2.5 million).
- > Porowini Avenue extension at Whangarei. This will allow traffic to bypass the CBD and cross the rail line via a bridge to Port Road – effectively reducing travel times, CBD congestion and opening up accessibility to the Port Road area (\$6.6 million).

Forecast expenditure in NLTP	2008/09	
	\$ million	%
Maintenance and renewal local roads	27.4	30.6
Maintenance and renewal state highways	28.7	32.0
Improvement local roads	13.3	14.9
Improvement state highways	12.8	14.3
Regional development	2.2	2.5
Use of the transport system	0.9	1.0
Passenger transport	0.6	0.7
Administration	3.6	4.0
TOTAL	89.5	100.0
NZ Police land transport activities	12.1	

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.

Smaller state highway projects

- > Investigation of options at the intersection at SH 14 and SH 1 at Maunu to reduce congestion and improve safety (\$2.2 million).

Use of the transport system

Walking and cycling

- > Whangarei District Council has a programme to develop facilities, such as the construction of cycle lanes, in line with its recently adopted walking and cycling strategy.
- > The footpath through Kawakawa township will be upgraded to improve amenity and safety.

Community focused activities

- > A comprehensive, long running road safety education programme is run by Roadsafes Northland through two road safety coordinators who work with a wide range of community organisations, businesses and government agencies to support engineering and enforcement activities.

Passenger transport

A total of \$642,000 has been allocated to Northland region for passenger transport operations and total mobility activities.

Since 2000, bus patronage in the Whangarei district has risen from 7000 per month to a current level of 20,400. This has resulted from more buses and expanded routes introduced in 2007/08.

Road policing activities

Funding for NZ Police road policing and associated activities in the Northland region totals \$12.108 million for the 2008/09 year. This includes \$10.135 million for strategic road policing activities (ie enforcement of speed limits, alcohol or drug affected driving, restraint wearing and general road safety).

The \$12.08 million funds all road policing vehicles, communications, equipment, accommodation and staff.

Auckland

Reliable trip times, especially for buses and commercial vehicles, remain a major transport issue for the Auckland region. The challenge is to ease the region's traffic congestion in the face of continuing strong suburban residential growth, which encourages the use of private vehicles instead of public transport commuting. Land development in urban fringe areas is also placing heavy demands on transport infrastructure.

Land Transport NZ is looking to address these issues by funding strategic network completion, upgrading and co-funded public transport operations and encouraging smart growth initiatives. It is also working with Auckland Regional Council and the seven local authorities on travel demand management initiatives including walking, cycling, and school and workplace travel plans.

Progress continues to be made to improve trip reliability and access, including integrated public transport facilities:

- > Passenger transport in Auckland has received a major boost with the completion of the Northern busway. This has dedicated bus lanes between Albany and Onewa Road allowing the frequent, high quality northern express buses and other services to avoid congestion on the Northern motorway.



Part of the crowd at the opening of Auckland's new multi million dollar Northern busway.

- > Several stages of the Upper Harbour corridor including the Upper Harbour bridge duplication and the Greenhithe deviation are complete.
- > Double tracking of two stages of the Western Rail Line is well advanced.
- > SH 1's ALPURT B2 extension is expected to be completed in early 2009.
- > The Mt Roskill extension of SH 20 is well underway and on track to be finished in 2009.

Completed improvement activities

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

- > the Northern busway (\$195 million)
- > Greenhithe deviation (\$106 million)
- > Esmonde Road interchange (\$44 million).

Continuing improvement activities

Continued funding has been committed to ongoing projects. In the Auckland region, this includes funding of:

- > the construction of the SH 1 ALPURT B2 extension from Orewa to Puhoi to provide an efficient and safe corridor for traffic (\$365 million)
- > the Mt Roskill extension of SH 20 on the Western Ring Route to cater for traffic heading from the west to the airport and southern destinations (\$200 million)

Forecast expenditure in NLTP	2008/09	
	\$ million	%
Maintenance and renewal local roads	78.2	9.2
Maintenance and renewal state highways	69.5	8.2
Improvement local roads	88.6	10.4
Improvement state highways	420.1	49.4
Use of the transport system	27.2	3.2
Passenger transport	138.7	16.3
Administration	28.1	3.3
TOTAL	850.4	100.0
NZ Police land transport activities	71.3	

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.

- > the Manukau motorway link between SH 20 and SH 1 on the Western Ring Route to ease congestion through Manukau City (\$180 million)
- > ramp signalling on the region's four motorways to improve traffic flows, reduce congestion and increase the reliability of trip times (\$79 million)
- > automated traffic management system for the motorways – completion of stage four projects, which include variable message signs and CCTV (\$100 million)
- > detailed design of the New Lynn TOD project to provide an integrated transport solution to help revitalise this important town centre (\$76 million)
- > construction of the Central Connector project to provide permanent bus priority measures between Newmarket and Auckland CBD (\$45 million)
- > Notice of Requirements for the Auckland-Manukau Eastern Transport Initiative (AMETI) from Glen Innes and Sylvia Park in Auckland City to Pakuranga in Manukau (\$1.3 billion).

Road maintenance and renewals

A total of \$147.7 million has been allocated for the maintenance of the Auckland region's road network, an increase of \$6.3 million over the 2007/08 allocation. Of the total, \$78.2 million has been allocated for the maintenance of the region's local roads and \$69.5 million for state highways.

Road improvements

Projects that may be approved over the year if local authorities or Transit submit applications and the projects continue to meet funding requirements include:

Local road projects

- > Construction of a multi-modal facility to relieve congestion and improve trip reliability along Te Atatu Road between Edmonton Road and the Northwestern motorway (\$11 million).
- > Sturges Road overbridge replacement and widening in Waitakere City (\$8 million).
- > Construction of bus priority and cycle facilities along Anzac Street in North Shore City between Takapuna and the new Akoranga bus station (\$10 million).
- > Construction of Massey Link Road to improve the connection between the Albany Mega Centre and Albany highway (\$6 million).

State highway projects

- > An upgrade on SH 1 through Warkworth township to improve safety, provide for development in the area and reduce congestion at weekends and holiday periods (\$20 million).
- > Investigations for a realignment of a 2.8 km section of SH 1 north of Auckland at Schedewys Hill. The work will considerably improve road geometry and safety at this long standing crash black spot (\$39 million).

Use of the transport system

Walking and cycling

- > Walking and cycling in the region is coordinated by ARTA's Sustainable Transport Plan, which includes the regional strategic cycle network. In addition, territorial authorities have complementary walking and cycling strategies or include these modes in their transport strategies. For 2008/09 the programmes submitted by the territorial authorities and ARTA include a range of cycling and walking infrastructure projects totalling \$15.16 million.

Community focused activities

Community focused (formerly CRSP) activities funding allow councils to work with their local community groups to plan, develop and deliver local land transport safety and sustainability activities.

- > All seven territorial authorities are committed to ensuring involvement from the around 50 groups already involved in road safety and potentially sustainable transport activities.
- > ARTA is committed to supporting councils to implement sustainable transport work (for example, the school and workplace travel plans), as well as undertaking its own road safety programme. The total programme requested is \$10.46 million.

Passenger transport

A total of \$138.7 million has been allocated to Auckland passenger transport operations and total mobility activities for 2008/09. Passenger transport allocations help implement ARTA's Passenger Transport Network Plan. This is based on three tiers of services:

1. The Rapid Transit Network (the passenger rail network and the Northern busway).
2. The Quality Transit Network which provides feeder services that will ultimately service the rail and busway stations.
3. Local Connector Network which provides an infrastructure of cross-town and local services.

North Shore City passenger transport corridors are being improved so they link more effectively with the Northern busway.

Road policing activities

Funding for NZ Police road policing and associated activities in the Auckland region totals \$71.295 million for the 2008/09 year. This includes:

- > \$49.968 million of this funding is for strategic road policing activities (ie, enforcement of speed limits, alcohol and drug affected driving, restraint wearing and general road safety)

The \$71.295 million funds all road policing vehicles, communications, equipment and staff.

For further information...

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