



National overview

This year's National Land Transport Programme (NLTP) outlines the funding for New Zealand's land transport system for 2006/07. A record level of expenditure of \$2.3 billion has been allocated for 2006/07, representing a 14 percent increase from last year. This comprises \$2.09 billion funded from the National Land Transport Account (NLTA), with the remaining \$224 million funded from the National Land Transport Fund (NLTF) for NZ Police. This national allocation includes Crown and regionally distributed funds.

The NLTP is in its second year as a Land Transport New Zealand managed programme. The 2006/07 NLTP sets out a programme of land transport activities that integrates different modes of transport to improve New Zealand's land transport system.

This year's NLTP reflects Land Transport NZ's intention to align funding with our strategic objective of contributing to a safe, integrated, responsible and sustainable land transport system.

It supports the information needs of approved organisations by emphasising, in greater depth, regional land transport system issues.

It also reflects recent funding increases. In November 2005, it became clear that projected revenue for the NLTP was not as high as anticipated, and that costs across the transport sector were higher than predicted. Consequently, Transit New Zealand's (Transit) draft state highway forecast released in early 2006 reprioritised projects to account for this difference in revenue and costs.

In Budget 2006, the government announced increased land transport spending to restore the NLTP to the level of the August 2005 programme and accelerate New Zealand's state highway building programme. Budget 2006 allocated an extra \$1.3 billion for these purposes.

Of the \$1.3 billion, \$862 million will address the shortfall in the NLTP, which will enable the continuation of much needed improvements around New Zealand. The remaining \$425 million will be used to accelerate important projects around the country.

The government has also announced changes to funding arrangements to provide more certainty for future activities, especially state highway construction projects. These changes will enable approved organisations and the construction industry to plan their activities with increased confidence for the next five years.

In addition to the Budget 2006 announcement, an additional \$215 million has been allocated to the Waikato region over the next ten years to improve the safety of long-haul routes linking the Waikato, Bay of Plenty and Auckland.

Land Transport NZ's 2006/07 Land Transport Programme, an evolution of the Safety Administration Programme, forms part of the NLTP for the first time. This land transport programme is the annual programme

of land transport education and enforcement activities delivered by Land Transport NZ, NZ Police and communities. In addition to supporting the government's *Road Safety to 2010 Strategy*, the programme contributes to a range of other governmental strategies under the umbrella of the *New Zealand Transport Strategy*. The inclusion of this land transport programme in the NLTP integrates the planning and funding of enforcement and education activities with engineering and other NLTP activities.

The government's road safety goals for New Zealand are to reduce the number of road deaths each year to no more than 300 and hospitalisations per year to no more than 4,500 by 2010. For 2005, road deaths totalled 405 and hospitalisations totalled 7,142. The level of expenditure in the Land Transport Programme is a continuation of the drive towards the targets in the *Road Safety to 2010 Strategy*.

Individually and collectively, the activities funded through this programme contribute to the purpose and objectives of the Land Transport Management Act 2003 and to Land Transport NZ's objective of contributing to a safe, integrated, responsive and sustainable land transport system.

NLTP ALLOCATIONS	2006/07		2005/06	
	\$ million	%	\$ million	%
Maintenance local roads	405.94	19.4	335.48	18.5
Maintenance state highways	397.07	19.0	355.01	19.6
Construction local roads	206.39	9.1	147.64	8.1
Construction state highways	620.84	29.7	586.20	32.3
TDM*, rail and sea freight	12.33	0.6	10.00	0.6
Passenger transport	301.02	14.4	251.17	13.9
Regional development	20.00	1.0	15.00	0.8
Walking and cycling	11.50	0.6	6.50	0.4
Administration and project control	73.03	3.5	58.29	3.2
Research and performance monitoring	6.06	0.3	6.32	0.3
Promotion, information and education	24.31	1.1	29.62	1.6
Land Transport NZ operating expenditure	11.10	0.5	11.80	0.7
TOTAL	2,089.59	100.0	1,813.03	100.0

NZ Police land transport activities	223.74		216.00	
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*TDM = Transport demand management

Key features of this NLTP

- A large part of the NLTP represents continued funding for ongoing activities such as road maintenance and passenger transport services, as well as funds committed to projects approved in previous years.
- Maintenance funding for local roads and state highways, which accounts for 41 percent of the NLTP, has increased by \$24 million to \$690 million. The increase in maintenance funding is being driven, firstly by increased maintenance costs particularly in areas of high traffic volumes resulting in traffic management issues and restricted work hours for contractors, and secondly due to growth in heavy vehicle traffic.
- Construction funding for local roads increases 56 percent to \$144 million, while funding for state highway construction has increased by 30 percent to \$518 million. A considerable portion of this increase can be attributed to very large projects such as Auckland's northern motorway extension (ALPURT B2), New Zealand's first toll project under the Land Transport Management Act 2003.
- Passenger transport will receive \$240 million — an increase of \$122 million from 2004/05. This is due to this activity class now including capital expenditure, such as passenger rail refurbishment and infrastructure. Funding will be provided to all regions for passenger transport services and, in most regions, improvements to encourage patronage, thus reducing traffic congestion and reducing

emissions. Auckland, the Waikato region and Wellington will receive funding for infrastructure projects such as park and ride facilities to encourage people to use passenger transport.

- Other features of the NLTP include: development of toll systems, more emphasis on passenger transport infrastructure, continued growth in walking and cycling projects and specific allocations for transport demand management and travel behaviour change.
- An allocation of \$51.5 million has been set aside for specific activities such as emergency works and preventive maintenance to minimise the threat of road closure.

New Zealand regional summary

The amounts allocated to regions, as shown in the following table, represent only known allocations from the National Land Transport Account. Generally, this covers road maintenance, passenger transport services and construction projects where funding has already been approved. It does not include funding not yet allocated to particular projects. A large part of road construction, walking and cycling and passenger transport infrastructure funding can not 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 for funding for a region does not mean there will be a decline in the amount of funded transport activity.

National, regional and Crown funding

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

- R funding is distributed geographically based on population and is used for a range of transport activities including local road and state highway construction and passenger transport infrastructure projects that have insufficient national priority to be funded from N. Details of the indicative projects can be found in the NLTP book. In general, the same financial assistance rates apply to projects whether they are N, R or C funded.
- C funding comes from the Crown account contributed by government for specific regions' land transport needs. In 2006/07 C funding has been set aside for:
 - Auckland for passenger transport projects (\$50 million)
 - Bay of Plenty to allow the Harbour Link project to proceed without tolling (\$55 million)
 - Wellington to advance projects on SH 2 (\$15 million).

ALLOCATED BY REGION	2006/07		2005/06	
	\$ million	%	\$ million	%
Northland	51.29	2.5	52.89	2.9
Auckland	558.70	26.7	450.73	24.9
Waikato	135.14	6.5	143.24	7.8
Bay of Plenty	55.00	2.6	83.33	4.6
Gisborne and Hawkes Bay	72.78	3.5	63.66	3.5
Taranaki	30.65	1.5	30.90	1.7
Manawatu/Wanganui	52.66	2.5	75.70	4.1
Wellington	118.29	5.7	123.57	6.8
Marlborough, Nelson and Tasman	37.04	1.8	33.39	1.8
Canterbury	87.78	4.2	94.95	5.2
West Coast	22.93	1.1	22.86	1.3
Otago and Southland	95.41	4.6	92.09	5.0
Chatham Islands	2.05	0.1	1.65	0.1
Unallocated N	672.81	32.2	392.70	21.7
Unallocated R and C	97.06	4.6	130.81	7.2
TOTAL	2,089.59	100.0	1,813.03	100.0



Roading issues, especially those concerning the safety and capacity of state highways, head the list of transport priorities in the Waikato. Traffic movements are increasing at greater than the national average, and long haul trips are hampered by difficulties in travelling through urban centres.

Following a joint officials group between central government and Waikato local government officials, the government provided a Crown grant of \$215 million. These funds are to be focused on:

- improving the safety of rural state highways
- improving long-haul routes
- a package of urban Hamilton access and mobility solutions
- development of more rural public transport services
- some capital investment for rail freight movements.

The budget allocated further funds to speed up progress on state highways over the next five years, to include projects such as:

- SH 1 Hamilton Western Corridor (Church to Avalon four laning and Avalon Drive bypass)
- SH 1 East Taupo arterial (construction subject to investigation and design being completed as planned)
- SH 1 Rangiriri bypass (investigation and design)
- SH 2 Maramarua deviation (design)
- SH 25 Kopu Bridge replacement (design).

Work will continue on the Mercer to Long Swamp section of the Waikato expressway and on SH 2's Mangatawhiri deviation project. Other projects proposed for 2006/07 include a number of bridge upgrades in the Thames/ Coromandel district and the construction of cycleways in Hamilton city.

The road safety goal for the Waikato region is that by 2010 fatalities and hospitalisations will be fewer than 570 per year. There were 844 fatalities and hospitalisations due to road crashes in 2005.

NLTP ALLOCATIONS	2006/07		2005/06	
	\$ million	%	\$ million	%
Maintenance local roads	37.93	28.1	34.00	23.7
Maintenance state highways	58.03	42.9	59.73	41.7
Construction local roads*	6.44	4.8	4.48	3.1
Construction state highways*	25.25	18.7	39.84	27.8
TDM, rail and sea freight*	0.15	0.1	0.09	0.1
Passenger transport*	5.48	4.1	3.08	2.2
Walking and cycling*	0.01	-		
Administration and project control*	1.00	0.7	0.99	0.7
Promotion, information and education	0.85	0.6	1.03	0.7
TOTAL	135.14	100.00	143.24	100.0

NZ Police land transport activities	23.26		22.16	
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* These figures are likely to increase as additional projects are approved during the year.

Completed works

Land Transport New Zealand's funding in the past year enabled the successful completion of:

- realignment of Tapapa curves on SH 5 improving safety and travel time (\$7.5 million)
- a wire rope barrier on SH 1 near Rangiriri — a high crash rate area —

improving safety prior to construction to full expressway standard (\$9 million)

- seal extension on 17.9 km of local roads (\$2.1 million) and pavement smoothing on 29.2 km of local roads (\$3.6 million).

Continuing works

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

- construction of the Mercer to Long Swamp expressway on SH 1, which will improve safety and reduce travel time on this stretch of highway. The project is expected to be opened to the public shortly but final completion work will continue for a few months (\$83.5 million)
- construction of the Mangatawhiri deviation on SH 2 to improve safety (\$45.9 million)
- construction of the Heavens double passing lane on SH 2, seven km

east of Maramarua township (\$3.2 million).

Road maintenance

A total of \$95.96 million has been allocated to the maintenance of Waikato's road networks, an increase of \$2.23 million from last year. Of the total, \$37.93 million is for the maintenance of the region's local roads and \$58.04 million is for state highways. These funding levels will ensure the service provided to road users is maintained.

Road construction

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

Local roading projects

- Five km of seal extensions (\$420,000).
- Over 24 km of pavement smoothing (\$5.4 million).



The realignment of the Tapapa curves on SH 5, east of Tirau, will improve safety and travel time on this section of state highway. Photo courtesy of Transit.

- Upgrading a number of bridges in Thames/Coromandel to meet load requirements and to minimise the risk of flooding (\$1.3 million).

State highway projects

- Four laning of Church Road to Avalon Drive in Hamilton to improve traffic flow (\$6.9 million).
- Construction of the Avalon Drive bypass to relieve congestion on Avalon Drive between Rotokauri and Norton roads in Hamilton (\$39.8 million).
- Design work on Ngaruawahia bypass (\$8 million) and Cambridge bypass (\$4.23 million). These projects will relieve congestion and improve safety.

Waikato state highway projects that may commence during the year as part of Transit's national block allocation:

- Design work on bridge replacements over Te Puru stream on SH 25, Tararu

stream on SH 25 and Kirikiri stream on SH 26 to improve safety (\$3.3 million).

- Improvements to the intersections between SH 1 and Hillcrest and Morrinsville roads in Hamilton (\$3.4 million), of Ohaupo/Kahikatea roads (\$3 million), and of Greenwood/Killarney roads in Hamilton (\$3.33 million) to improve safety.

Travel demand management, rail and sea freight

The regional land transport strategy is due to be completed by November 2006 and will provide direction for travel demand management initiatives. Hamilton City Council plans to undertake a study to address travel mode options, parking and sustainability within the transportation network (\$100,000).

Passenger transport

A total of \$5.48 million has been allocated to Environment Waikato for development and improvements for passenger transport services and total mobility scheme for 2006/07.

Since 2001, bus patronage has increased by about 30 percent and is now up to two million passengers each year. New services are being trialled. A review of the regional passenger transport plan is currently underway.

Walking and cycling

Hamilton City Council plans to construct a number of cycleways to address

cycling safety and to encourage alternative travel modes in the city (\$1.9 million).

Promotion, information and education

The Community Road Safety Programme (CRSP) funding allocation for the region for 2006/07 is \$769,000 and \$81,000 is allocated to advertising in support of community initiatives.

NZ Police land transport activities

Funding for NZ Police land transport activities in the Waikato region totals \$23.26 million. This comprises:

- \$19.31 million for strategic road policing activities (speeding, drinking and drugged driving, seatbelt, road safety and other enforcement)
- \$963,000 for community engagement on road policing (school road safety education and Police community services)
- \$2.85 million for road policing incident and emergency management (crash attendance and investigation and traffic management)
- \$131,000 for road policing resolutions (management of sanctions, prosecution and court orders).

The \$23.26 million includes additional road policing resource for the 2006/07 year for targeted enforcement on rural roads (3.2 FTE) and for crash attendance and investigation (0.6 FTE).

Bay of Plenty



The Bay of Plenty region has the highest intensity of heavy vehicles on its roads compared with the national average. The main challenges in the region continue to come from congestion in and around Tauranga, where the mix of heavy commercial vehicles and commuter traffic, including tourists, increases the chance of crashes.

Established, well maintained infrastructure is considered vital to provide for urban growth and continued economic development. Increased passing opportunities, rural realignments

and median barriers will assist in reducing driver frustration and improve safety.

Major roading activities advanced by Budget 2006 include the Tauranga Harbour Link and, on SH 2, the Tauranga eastern motorway.

The road safety goal for the Bay of Plenty region is that by 2010 fatalities and hospitalisations will be fewer than 380 per year. There were 498 fatalities and hospitalisations due to road crashes in 2005.

NLTP ALLOCATIONS	2006/07		2005/06	
	\$ million	%	\$ million	%
Maintenance local roads	16.54	30.0	15.99	19.2
Maintenance state highways	29.10	52.9	33.67	40.4
Construction local roads*	1.74	3.2	4.06	4.9
Construction state highways*	3.71	6.7	25.73	30.9
TDM, rail and sea freight*	0.00	0.1		
Passenger transport*	2.99	5.4	2.46	3.0
Walking and cycling*			0.20	0.2
Administration and project control	*0.41	0.7	0.60	0.7
Promotion, information and education	0.51	0.9	0.62	0.7
TOTAL	55.00	100.0	83.33	100.0

NZ Police land transport activities	12.43		11.82	
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* These figures are likely to increase as additional projects are approved during the year.

Completed works

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

- a number of seal extensions (\$190,000) and pavement smoothing (\$72,000) on Bay of Plenty roads
- safety improvements on SH 29/2 between Maungatapu and Te Maunga
- construction of a roundabout at the intersection of Domain Road and SH 2, improving safety
- construction of the Hewletts Road flyover on SH 29, over the railway track serving the Port of Tauranga from Maunganui Road to Hewletts Road (\$27.6 million). This work is part of the project that will also include the four-laning of Hewletts Road and the development of the proposed Tauranga Harbour Link road.

Road maintenance

A total of \$45.64 million has been allocated to the maintenance of the Bay of Plenty's road networks. Of the total, \$16.54 million is for the maintenance of the region's local roads and \$29.1 million for state highways. These funding levels will ensure the level of service provided to road users is maintained.

Road construction

Projects on the indicative priority list, which may be approved over the year

if local authorities or Transit submit applications and the projects continue to meet funding requirements include:

Local roading projects

- Over 2 km of seal extensions (\$200,000).
- 0.65 km of pavement smoothing (\$95,000).
- Replacement of Johnson Road bridge No. 18 in the Whakatane district (\$146,000).

State highway projects

- Construction of the Tauranga Harbour Link, comprising duplicating the harbour bridge and Hewletts Road four-laning, to ease congestion and improve safety in the area (\$240 million).

- Design work on Tauranga's eastern motorway (\$20.3 million).

Bay of Plenty state highway projects that may commence during the year as part of Transit's national block allocation:

- Construction of the Paengaroa weigh station on SH 2 (\$350,000).
- Construction of a guard rail on Maniatutu Road North on SH 33 to improve safety (\$150,000).

Travel demand management, rail and sea freight

Tauranga city has developed an Integrated Transport Strategy and implementation plan that integrates all areas and modes of transport for the city. Rotorua District Council plans to carry out a study looking at alternative transport modes for the city (\$270,000).

Passenger transport

A total of \$2.99 million has been allocated to the Bay of Plenty's passenger transport services and total mobility scheme for 2006/07. Environment Bay of Plenty is working closely with Tauranga city to ensure bus services match increased patronage. Passenger transport services across the region are constantly reviewed to encourage increasing uptake.

Cycling and walking

Rotorua City Council will undertake a study to explore cycle path possibilities between Ngongataha and Rotorua city centre (\$20,000).

Promotion, information and education

The Community Road Safety Programme (CRSP) funding allocation for the Bay of Plenty for 2006/07 is \$452,000 and \$57,000 is allocated to advertising in support of community initiatives.

NZ Police land transport activities

Funding for NZ Police land transport activities in the Bay of Plenty totals \$12.43 million. This comprises:

- \$10.56 million for strategic road policing activities (speeding, drinking and drugged driving, seatbelt, road safety and other enforcement)
- \$606,000 for community engagement on road policing (school road safety education and Police community services)
- \$1.25 million for road policing incident and emergency management (crash attendance and investigation and traffic management)
- \$23,000 for road policing resolutions (management of sanctions, prosecution and court orders).

The \$12.43 million includes additional road policing resource for the 2006/07 year for targeted enforcement on rural roads (1.8 FTE) and crash attendance and investigation (0.4 FTE).



Significant issues for the Taranaki region include maintaining the existing network, improving safety and access and ensuring route security, especially to the Waikato.

The transportation of dairying and forestry products continues to have an impact on local roads and intersections, creating safety issues. Also, demand has increased for additional tanker parking areas, intersection upgrades, wider bridges, underpasses and passing lanes.

The emphasis of funding in Taranaki in 2006/07 continues to be on the maintenance and renewal of existing roads, with the majority of allocated funds assigned to the region's road maintenance. A start to construction of the Bell Block bypass on SH 3 is anticipated in 2006/07.

The road safety goal for the Taranaki region is that by 2010 fatalities and hospitalisations will be fewer than 100 per year. There were 119 fatalities and hospitalisations due to road crashes in 2005.

NLTP ALLOCATIONS	2006/07		2005/06	
	\$ million	%	\$ million	%
Maintenance local roads	11.59	37.8	11.01	35.6
Maintenance state highways	16.38	53.4	16.20	52.4
Construction local roads*	1.05	3.4	1.11	3.6
Construction state highways*	0.58	1.9	1.63	5.3
TDM, rail and sea freight*			0.03	0.1
Passenger transport*	0.52	1.7	0.35	1.1
Administration and project control*	0.29	0.9	0.29	1.0
Promotion, information and education	0.24	0.8	0.28	0.9
TOTAL	30.65	100.0	30.90	100.0

NZ Police land transport activities	6.49		6.21	
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* These figures are likely to increase as additional projects are approved during the year.

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

Local roading projects

- The replacement of two bridges on Bedford Road and the strengthening of the Otararua Road bridge by New Plymouth City Council to improve safety (\$415,000).

State highway project

- The construction of the Bell Block bypass on SH 3, a new route between Paraitē Road and Egmont Road that bypasses a section of highway that has a high crash rate (\$20.2 million).

Taranaki state highway projects that may commence during the year as part of Transit's national block allocation:

- Construction of an intersection on Mangaorei Road (\$70,000).
- Widening of the Tangahoe Bridge (\$1.5 million).

Passenger transport

A total of \$520,000 has been allocated to the Taranaki region's passenger transport services and total mobility scheme for 2006/07.

Following a review of Taranaki's regional passenger transport plan, new bus services will provide an indication of how the passenger transport system may be enhanced.

These services will be evaluated over the next 18 months.

Promotion, information and education

The CRSP funding allocation for the Taranaki region for 2006/07 is \$219,000 and \$15,000 is allocated to advertising in support of community initiatives.

NZ Police land transport activities

Funding for NZ Police land transport activities in the Taranaki region totals \$6.49 million. This comprises:

- \$5.69 million for strategic road policing activities (speeding, drinking and drugged driving, seatbelt, road safety and other enforcement)
- \$167,000 for community engagement on road policing (school road safety education and Police community services)
- \$606,000 for road policing incident and emergency management (crash attendance and investigation and traffic management)
- \$36,000 for road policing resolutions (management of sanctions, prosecution and court orders).

The \$6.49 million includes additional road policing resource for the 2006/07 year targeted enforcement on rural roads (0.8 FTE) and crash attendance and investigation (0.1 FTE).

Completed works

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

- upgrading four bridges on Wiremu Road in South Taranaki improving safety.

Road maintenance

A total of \$27.97 million has been allocated to the maintenance of the Taranaki region's road networks. Of the total, \$11.59 million is for the maintenance of the region's local roads and \$16.38 million for state highways. These funding levels will ensure the level of service provided to road users is maintained.

Road construction

Projects on the indicative priority list,

The figures in the tables in this newsletter are Land Transport NZ's allocations. All project costs in brackets are total costs.

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