

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

Northland



Tourists and New Zealanders migrating towards warmer temperatures are placing pressure on the Northland region's transport system.

The population of Northland increases by about 60 percent during the summer holiday period. The ever-increasing numbers of large buses and camper vans on the roads highlight the need for a consistent standard of highway and frequent passing lanes to avoid driver frustration with slow traffic. Additionally, some tourists' lack of experience driving on unsealed roads – such as SH 1 to North Cape – has created safety issues.

Land Transport New Zealand maintains its commitment to the Northland area with

the allocation of further regional development funds in 2006/07 for the reconstruction of local road networks used by the forestry sector. Construction will continue this year on the main arterial logging routes in the Far North, Whangarei and Kaipara at a cost of \$10 million.

Elsewhere in the region, 2006/07 funding will be used to begin the sealing of SH 1 to Cape Reinga and for stage 2 of the Kamo bypass.

Northland's regional land transport strategy is expected to be completed in 2006.

The road safety goal for the Northland region is that by 2010 fatalities and hospitalisations will be fewer than 340 per annum. There were 464 fatalities and hospitalisations due to road crashes in 2005.

NLTP ALLOCATIONS	2006/07		2005/06	
	\$ million	%	\$ million	%
Maintenance local roads	24.01	46.8	22.63	42.8
Maintenance state highways	18.97	37.0	17.00	32.1
Construction local roads*	3.14	6.1	2.12	4.0
Construction state highways*	2.35	4.6	8.05	15.2
TDM, rail and sea freight*	0.13	0.3		
Passenger transport*	0.37	0.7	0.36	0.7
Regional development*	1.27	2.5	1.61	3.0
Administration and project control*	0.64	1.2	0.63	1.2
Promotion, information and education	0.41	0.8	0.49	0.9
TOTAL	51.29	100.0	52.89	100.0
NZ Police land transport activities	9.42		9.11	

* 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:

- reconstruction of local arterial routes including lengths of West Coast Road in the Far North, Poutu Road in Kaipara and Mangakahia Road in Whangarei to provide for additional logging traffic (regional development funding \$10.05 million)
- repairs to Northland region's local road and state highway network as a result of storm damage (\$10.1 million)
- replacement of seven small bridges and the sealing of 15 bridge approaches on unsealed roads in the Kaipara district, to improve safety and reduce maintenance costs (\$1.75 million)
- an ongoing seal extension programme for the Whangarei district comprising Crows Nest, Cullen, Hodge Tremain, Kopeti, Malone and Riponui/Hukerunui roads (\$1.5 million)
- the alignment of SH 1 at Katetoke/Oakleigh, south of Whangarei, including the construction of two new bridges, to improve safety (\$5.3 million)
- the rearrangement of Dent Street/Quay Street in the Whangarei district to ease congestion and

improve access to the city from the eastern suburbs and airport (\$7.1 million).

Continuing works

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

- ongoing reconstruction of further sections of the principal arterial logging routes on West Coast Road in the Far North district, Mangakahia Road in the Whangarei district and Poutu Road in the Kaipara district (funded from the national allocation of \$20 million for regional development)
- construction of Northland's first stock effluent disposal facility off South End Avenue in Whangarei (\$700,000).

Road maintenance

A total of \$42.98 million has been allocated to the maintenance of the Northland region's road networks, an increase of \$3.35 million on the previous year's allocation. Of the total, \$24.01 million is for the maintenance of the region's local roads and \$18.97 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



New bridge on SH 1 south of Whangarei. Photo courtesy of Transit.

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

Local roading projects

- Development and construction of the Old Bay Road between Kerikeri/Paihia and Kaikohe in the Far North district, to address safety problems and high maintenance costs on the existing route (\$4.4 million).
- The construction of the Kerikeri Heritage bypass to move traffic away from historic buildings, replacing the existing single lane bridge and improving connectivity across Kerikeri (\$12 million).
- Investigation by the Far North District Council of a new link road between Paihia and Kerikeri to improve route access (\$300,000).
- The continuation of the bridge replacement programme in the Kaipara district with two bridge renewals at Central Road and Paparoa-Oakleigh Road (\$960,000).
- The continuation of seal extensions at Waimate North Road in the Far North district, at King Road and 10 sealed bridge sites in the Kaipara district, and at Ngunguru Ford, Rockell and Waiotoi roads in the Whangarei district (\$2.64 million).

State highway projects

- Design of the second stage of a seal extension between Waitiki Landing and Cape Reinga (\$330,000).

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

- Construction of a safety upgrade to the intersection of SH 1 and One Tree Point Road (\$3 million).
- Construction of safety improvements to Mangakaremea Road to Waipu Gorge Road on SH 1 (\$610,000).
- Realignment of the Wairau river s-bend on SH 12 to improve safety (\$2.2 million).

Transport demand management, rail and sea freight

The Northland Regional Council plans to develop a regional walking and cycling strategy, and complete a Northland Transport Study in 2006/07 to identify

and prioritise transportation issues in the region for the forthcoming regional land transport strategy.

Passenger transport

A total of \$373,300 has been allocated to Northland region for passenger transport services and social services such as wheelchair hoists and the total mobility scheme.

Since 2000, bus patronage in the Whangarei district has risen from 7,000 per month to a current level of 17,500 per month. This is the result of improved services including more buses and expanded routes and is expected to increase by a further 12.5 percent in 2006/07.

Regional development

Local authorities in the Northland area will continue to receive funding from the regional development activity class for upgrading forestry roads. For 2006/07, funding from the national allocation of \$20 million will be allocated to complete new road improvement projects to accommodate heavy logging traffic.

Priority projects include the reconstruction of further sections of the principal arterial logging routes at West Coast Road in the Far North district, Mangakahia Road in the Whangarei district and Poutu Road in the Kaipara district.

Walking and cycling

Funding requests have been received from the Whangarei District Council to construct a purpose built cycleway along Riverside Drive and Onerahi Road, and by the Far North District Council to develop a walking and cycling strategy.

Promotion, information and education

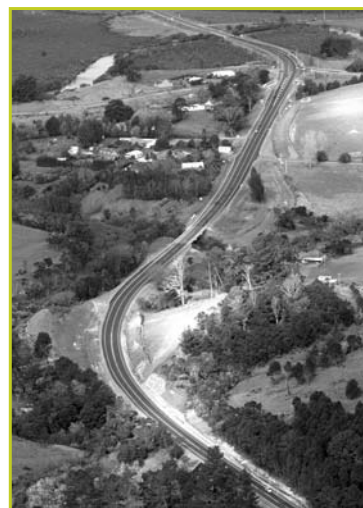
The Community Road Safety Programme (CRSP) funding allocation for the Northland region for 2006/07 is \$361,000 and \$46,000 is allocated to advertising in support of community initiatives.

NZ Police land transport activities

Funding for NZ Police land transport activities in the Northland region totals \$9.42 million. This comprises:

- \$8.04 million for strategic road policing activities (speeding, drinking and drugged driving, seatbelt, road safety and other enforcement)
- \$430,000 for community engagement on road policing (school road safety education and Police community services)
- \$930,000 for road policing incident and emergency management (crash attendance and investigation and traffic management)
- \$20,000 for road policing resolutions (management of sanctions, prosecution and court orders).

The \$9.42 million includes additional road policing resource for the 2006/07 year of 0.5 FTE for crash attendance and investigation.



The realignment of SH 1 at Katetoke/Oakleigh, south of Whangarei, will improve safety for traffic travelling on this route. Photo courtesy of Transit.

Auckland



Traffic congestion continues to be the key transport issue for the Auckland region.

Congestion in the city is serious and getting worse. Ongoing land development in urban fringe areas is also placing heavy demands on transport infrastructure.

In continuing to address these issues, Land Transport NZ is looking to fund development of the strategic road network, public transport operations including bus rail and ferry services and travel demand management.

A significant amount of funding is being spent on new works in the Auckland region. Among projects to be advanced following the Budget 2006 announcement are the Manukau Harbour Crossing as part of the Western Ring Route and stage one of improvements to SH 1 through Warkworth.

Progress continues to be made in tackling Auckland's congestion problem:

- Stage one of the Central Motorway Junction project is complete and stage two will be continued through 2006/07.
- State Highway 1's ALPURT B2 extension is expected to be completed in 2008/09.
- The Mt Roskill extension of SH 20 is well underway and on track to be finished in 2008.
- The first stage of the Upper Harbour Corridor – the Upper Harbour Bridge duplication – is finished and the Greenhithe deviation continues with completion expected in 2006/07.

- The Waiouru connection to the southern motorway, together with completion of the Otahuhu interchange, is proceeding with a finish expected in April 2007.
- Major upgrading of the Esmonde Road interchange (in parallel with the Northern Busway) will be finished in 2006/07.

Passenger transport will receive \$66.83 million in 2006/07 for the continuation of construction of the Northern Busway, which will provide dedicated bus and high occupancy vehicle transit lanes and facilities between the harbour bridge and Albany. When completed, the busway will enable the frequent, high quality Northern Express buses to avoid congestion on the Northern motorway. Rail infrastructure and services have been expanded with funding from Land Transport NZ. Government decisions have changed funding arrangements for 2006/07.

The road safety goal for the Auckland region is that by 2010 fatalities and hospitalisations will be fewer than 1,640 per year. There were 2,847 fatalities and hospitalisations due to road crashes in 2005.

The next reviews of Auckland's regional growth and land transport strategies have commenced.

NLTP ALLOCATIONS	2005/06		2004/05	
	\$ million	%	\$ million	%
Maintenance local roads	67.03	12.0	60.61	13.4
Maintenance state highways	71.36	12.8	58.73	13.0
Construction local roads*	33.89	6.1	25.33	5.7
Construction state highways*	227.74	40.8	186.46	41.4
TDM, rail and sea freight*	1.69	0.3	3.09	0.7
Passenger transport*	146.94	26.3	112.38	24.9
Walking and cycling*	0.37	0.1	0.04	
Administration and project control*	8.27	1.5	2.38	0.5
Promotion, information and education	1.41	0.3	1.71	0.4
TOTAL	558.70	100.0	450.73	100.0

NZ Police land transport activities	57.60		55.54	
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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:

- stage 1 of the construction of the Central Motorway Junction, increasing capacity with extra lanes on and off SH 1 between the Auckland central business district and Newmarket (\$58 million)
- construction of the Upper Harbour Bridge duplication (Western Ring Route) to provide additional capacity and ultimately motorway standards (\$37 million)
- construction of the Hungry Creek passing lane on SH 1 north of Puhoi (\$2.2 million)
- refurbishment of rail rolling stock (\$11 million).

Continuing works

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

- development work by Auckland City Council and Manukau City Council of the Auckland Manukau Eastern Transport Initiative (AMETI) from Auckland central business district to Te Irirangi Drive in Manukau (\$3 million)
- the construction of ALPURT B2, the SH 1 extension from Orewa to Puhoi, to provide an efficient and safe corridor for traffic (\$365 million)
- the Northern Busway (\$191 million) and Esmonde Road interchange to improve passenger transport services between North Shore and Auckland (\$35.50 million)
- the Mt Roskill extension of SH 20 on the Western Ring Route to ease traffic congestion (\$188 million)
- the Manukau motorway link between SH 20 and SH 1 on the Western Ring Route to ease congestion (\$174 million)
- the Greenhithe motorway deviation on SH 17 on the Western Ring Route to ease congestion (\$95 million)

- the Waiouru connection involving arterial roading and a motorway interchange, constructed jointly by Transit and Manukau city (\$62 million)
- the Greenlane interchange upgrade including widening of Greenlane Road and the Greenlane/Great South intersection by Transit and Auckland city (\$19 million)
- ramp signalling on the southern motorway to improve flows and reduce congestion (\$27 million)
- stage 4 of the Automated Traffic Management System project to improve traffic management, control and flows on the central motorway area (\$24 million)
- design work on the Waterview connection on SH 20 on the Western Ring Route to enable the lodgement of notice of requirement (\$6 million)
- investigation work on the Manukau Harbour Crossing on SH 20 on the Western Ring Route (\$8 million)
- the reconstruction of Glenfield Road, North Shore (\$15 million)
- construction of additional bus lanes and traffic capacity on Fanshawe Street in Auckland (\$6.6 million)
- a transport package for Taharoto Road in the North Shore, including intersections with Wairau Road and Shakespeare Road, access to the Westlake busway station, high occupancy vehicle lanes and pedestrian and cycle facilities (\$26 million)
- the upgrade to Subway Road/Porchester Road, Papakura (\$700,000)
- construction of the Ormiston West Bridge and approaches at the Flat Bush city development in Manukau to improve traffic flow (\$12 million).

Road maintenance

A total of \$138.39 million has been allocated to the maintenance of Auckland region's road network, an increase of \$19.05 million on the previous year's allocation. Of the total, \$67.03 million is for the maintenance of the region's local

roads and \$71.36 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 road projects

- Construction of Mt Wellington Quarry Link Road in Auckland city, connecting the Panmure AMETI route to a new housing development (\$30 million).
- Improvements to Neilson Street in Auckland city to increase capacity (\$12 million).
- Upgrade of the Albany Highway Corridor in North Shore city to ease congestion and encourage multi-modal transport (\$7.4 million).
- Widening of Hingaia Road in Papakura district from Parerakau Road to the SH 1 southern motorway to accommodate traffic volumes expected from Hingaia population centre development (\$1.7 million).
- Reconstruction of the Kingseat/McKenzie intersection in Franklin district to address a high accident rate (\$1 million).
- Continuation of Rodney district's seal extension programme including lengths of Blackbridge, Green/Matakana, Kiwitahi, Mahana, Pakiri, School/Tomorata, Taiapa, Upper Waiwera, Waiteitei and Wilson roads (\$4.4 million).
- Replacement of the Sturgess Road overbridge in Waitakere city (\$2.7 million).

State highway projects

- Design work of ramp traffic signals on the north western motorway (\$820,000).
- Design work of ramp traffic signals on the northern motorway (\$1.03 million).
- Investigation and design work on the Victoria Park tunnel to provide capacity for traffic crossing Auckland Harbour Bridge (\$10.58 million).
- Construction of the Auckland Harbour Bridge storm water upgrade (\$3.34 million).

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

- Improvements to the Roscommon/Wiri Station Road intersection on SH 20 to improve safety (\$560,000).
- Lighting safety retrofit on the southern and northern motorways (\$2 million).

Passenger transport

A total of \$146.94 million has been allocated to Auckland passenger transport for 2006/07. This is a \$34.56 million increase on the previous year's allocation.

In addition, funding is provided for the development of the Central Transit Corridor, which upgrades passenger transport facilities and, in some areas, provides dedicated bus routes from Auckland city centre to Newmarket (\$19 million). Also, to encourage passenger transport and connections to the Northern Busway, the North Shore city passenger transport corridors will be upgraded (\$41 million).

Transport demand management, rail and sea freight

The development and implementation of school travelwise plans in Auckland, North Shore and Waitakere will provide improved facilities and safer roading infrastructure to encourage walking and cycling access to schools (\$1.8 million).

Walking and cycling

Funding requests for 2006/07 include:

- construction of pedestrian walkway around Orewa river in Rodney district

- construction and improvement of pedestrian facilities within Waitakere city
- improvements and upgrading of the pedestrian and cycleway network throughout Manukau city
- investigation, design and construction of the strategic cycle network in North Shore city
- construction of Twin Stream's remaining walk and cycleway linkages in Waitakere city
- construction implementation of upgrades and improvements to walking and cycling facilities across Auckland city.

Promotion, information and education

The Community Road Safety Programme (CRSP) funding allocation for the Auckland region for 2006/07 is \$1.24 million and \$173,000 is allocated to advertising in support of community initiatives.

NZ Police land transport activities

Funding for NZ Police land transport activities in the Auckland region totals \$57.6 million. This comprises:

- \$41.12 million for strategic road policing activities (speeding, drinking and drugged driving, seatbelt, road safety and other enforcement)
- \$2.94 million for community engagement on road policing (school road safety education and Police community services)
- \$13.17 million for road policing incident and emergency management (crash attendance and investigation and traffic management)
- \$371,000 for road policing resolutions (management of sanctions, prosecution and court orders).

The \$57.6 million includes additional road policing resource for the 2006/07 year for targeted enforcement on urban roads (1.5 FTE), Police community services (2.0 FTE) and crash attendance and investigation (1.0 FTE).

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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