



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

Canterbury



The Greater Christchurch Urban Development Strategy, a joint study involving the Christchurch City Council, Selwyn District Council, Waimakariri District Council, Environment Canterbury, Land Transport NZ and Transit, is scheduled for completion in 2007. This strategy will help plan for and manage growth within the greater Christchurch region.

One of the key issues for the region to deal with is sprawling land use and settlement patterns around metropolitan Christchurch. Travel by car is increasing as distances become too great for walking and cycling. Passenger transport initiatives have become more difficult to implement due to the sprawl and less viable economically because of low population densities.

The southern motorway extension will assist with regional goals of development and maintenance of the strategic road network. The design phase of this project is expected to begin in 2006/07.

The Regional Land Transport Strategy recognises the need to encourage alternative modes of transportation to cars such as walking and cycling, and includes a plan for the development of a regional network of cycle paths.

The road safety goal for the Canterbury region is that by 2010 fatalities and hospitalisations will be fewer than 530 per year. There were 748 fatalities and hospitalisations due to road crashes in 2005.

NLTP ALLOCATIONS	2006/07		2005/06	
	\$ million	%	\$ million	%
Maintenance local roads	32.63	37.2	30.92	32.6
Maintenance state highways	29.48	33.6	27.42	28.9
Construction local roads*	5.87	6.7	4.46	4.8
Construction state highways*	3.26	3.7	17.46	18.4
TDM, rail & sea freight*	0.23	0.2	0.04	
Passenger transport*	14.62	16.7	12.13	12.8
Administration and project control*	0.86	1.0	0.91	1.0
Promotion, information and education	0.83	0.9	1.01	1.1
TOTAL	87.78	100.0	94.95	100.0

NZ Police land transport activities	21.66		21.02	
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* These figures are likely to increase as additional projects are approved during the year.



Improvements to the intersection of Main South Road, Carmen Road and Shands Road in Christchurch, including road widening and the installation of a new traffic signal system, will reduce traffic delays and improve safety. Photo courtesy of Grey District Council.

Completed works

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

- the Main North Road four-laning project, including the duplication of the Styx Mill overbridge, reducing congestion (\$12.9 million)
- the intersection improvement at the junction of the Main South Road, Carmen Road and Shands Road in Hornby improving safety and reduce congestion (\$3.5 million)
- four cycling projects in Christchurch city, including cycle facilities on Breezes Road (\$834,000)
- the completion of the Glasnevin weigh station and effluent disposal facility (\$1.93 million)
- the rehabilitation of access routes to Clandeboye dairy factory in the Timaru district (\$2.2 million).

Continuing works

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

- an update of the Christchurch transportation model for Christchurch city, Transit and Environment Canterbury (\$2.4 million)
- intersection improvements in Waimakariri district including
- Flaxton/Skewbridge/Threlkelds roads and Tram/Jacksons roads to reduce delays and improve safety (\$610,000).
- New bus priority projects in Christchurch city to improve service reliability on key corridors in the city (\$6 million over three years).
- Intersection improvements on SH 1 in the Washdyke industrial area (\$1 million) and Timaru ports southern access to improve safety (\$3.5 million).
- Safety improvements to Manor House Avenue (\$498,000).

Road maintenance

A total of \$62.11 million has been allocated to the maintenance of the Canterbury region's road networks, an increase of \$3.77 million from last year's allocation. Of the total, \$32.63 million is for the maintenance of the region's local roads and \$29.48 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 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

State highway projects

- Design of the Christchurch southern motorway extension, to provide better access in the south west corridor to and from the city and port Lyttelton (\$5.2 million).
- The investigation of the Christchurch northern arterial road to improve traffic flows (\$1.48 million).

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

- Improvements to the Marshland Road/Queen Elizabeth II Drive intersection on SH 74 in Christchurch, to reduce delays (\$2.45 million).
- Improvements to the Yaldhurst/Curletts Road intersection on SH 73 to relieve congestion (\$955,000).
- The installation of traffic signals at the Halswell Junction Road/SH 1 intersection to improve safety and improve traffic flows (\$1.32 million).
- Improvements to the SH 1 and SH 8 intersection (\$338,000) to reduce delays for traffic entering SH 1.

Passenger transport

A total of \$14.62 million has been allocated to Canterbury's passenger transport services for the 2006/07 year, a \$2.49 million increase from last year. There have been further improvements to facilities and services in Christchurch as a result of the patronage funding scheme. A portion of these funds will be used for wheelchair hoists and the region's total mobility scheme.

Walking and cycling

A number of cycling projects have been planned for construction in the region, including a cycleway over the Boyle River bridge near Lewis Pass on SH 7.

Promotion, information and education

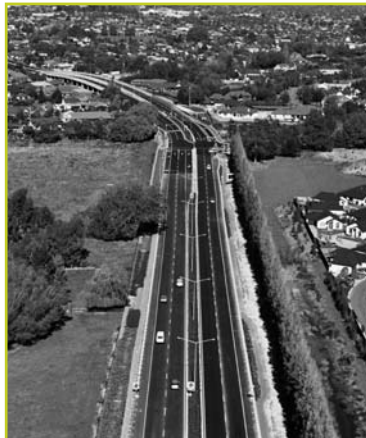
The Community Road Safety Programme (CRSP) funding allocation for the region for 2006/07 is \$800,000 and \$33,000 is allocated to advertising in support of community initiatives.

NZ Police land transport activities

Funding for NZ Police land transport activities in the Canterbury region¹ totals \$21.66 million. This comprises:

- \$17.04 million for strategic road policing activities (speeding, drinking and drugged driving, seatbelt, road safety and other enforcement)
- \$1.33 million for community engagement on road policing (school road safety education and Police community services)
- \$3.13 million for road policing incident and emergency management (crash attendance and investigation and traffic management)
- \$163,000 for road policing resolutions (management of sanctions, prosecution and court orders).

The \$21.66 million includes additional road policing resource for the 2006/07 year of 0.5 FTE for crash attendance and investigation.



The four-laning of Main North Road near Christchurch, including the duplication of the Styx Mill overbridge, will reduce congestion on this stretch of SH 1. A walkway and a cycle lane have been added to the new and old bridges. Photo courtesy of the Otago Daily Times.

¹Excluding the Kaikoura district as this council has clustered with Marlborough district for planning and delivering road policing.

West Coast



The large and diverse West Coast region faces network-wide and local land transport pressures. Significant increases in levels of freight over the next 10 to 20 years and in numbers of tourist vehicles and cycles will demand route improvements.

Key issues for the area include maintaining critical strategic corridors to and from the region. Both the West Coast and Canterbury regional land transport strategies have identified a need to upgrade stretches

of SH 73 and, as a result, Arthurs Pass village to Klondyke corner has been included as a strategic study in 2006/07. The construction of the new Arahura road/rail bridge on SH 6, scheduled to begin in 2006/07, is a project of strategic importance to the region.

The road safety goal for the West Coast region is that by 2010 fatalities and hospitalisations will be fewer than 70 per year. There were 78 fatalities and hospitalisations due to road crashes in 2005.

NLTP ALLOCATIONS	2006/07		2005/06	
	\$ million	%	\$ million	%
Maintenance local roads	6.46	28.2	6.29	27.5
Maintenance state highways	14.54	63.4	12.29	53.8
Construction local roads*	1.25	5.5	2.07	9.0
Construction state highways*	0.29	1.3	1.77	7.7
Passenger transport*	0.06	0.3	0.05	0.2
Administration and project control*	0.17	0.7	0.20	0.9
Promotion, information and education	0.16	0.7	0.19	0.4
TOTAL	22.93	100.0	22.86	100.0

NZ Police land transport activities	2.99		2.89	
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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:

- the realignment of Littleman Straight south curve on SH 6, improving safety (\$515,000).

Continuing works

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

- the realignment of Millerton Track in the Buller district to improve safety to the Millerton and Stockton coal mines by reducing landslide risks on the existing route (\$2.2 million)
- a seal extension and other improvements to Logburn Road in Grey district to provide access to the Pike River Coal Mine (\$976,000).

Road maintenance

A total of \$21 million has been allocated to the maintenance of the West Coast region's road networks. Of the total, \$6.46 million is for the maintenance of the region's local roads and \$14.54 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 that may be approved over the year if local authorities or Transit submit applications and the projects continue to meet funding requirements include:

State highway projects

- Designing the replacement Arahura road/rail bridge, which will ensure access security to Hokitika and will improve safety (\$1.25 million).

Passenger transport

A total of \$60,500 has been allocated to the West Coast passenger transport services for 2006/07. Included in this figure is the continuation of Land Transport NZ's funding for the disabled and transport disadvantaged within the region through a subsidised taxi service.

Promotion, information and education

The Community Road Safety Programme (CRSP) funding allocation for the region for 2006/07 is \$150,000 and \$5,000 is allocated to advertising in support of community initiatives.

NZ Police land transport activities

Funding for NZ Police land transport activities in the West Coast region totals \$2.99 million. This comprises:

- \$2.49 million for strategic road policing activities (speeding, drinking and drugged driving, seatbelt, road safety and other enforcement)
- \$72,000 for community engagement on road policing (school road safety education and Police community services)
- \$410,000 for road policing incident and emergency management (crash attendance and investigation and traffic management)
- \$18,000 for road policing resolutions (management of sanctions, prosecution and court orders).

The \$2.99 million includes additional road policing resource for the 2006/07 year of 0.2 FTE for crash attendance and investigation.

Otago & Southland



Ongoing tourism development, rapid subdivision and other changing land use patterns continue to place pressure on local and strategic routes in Central Otago, Queenstown and Wanaka. Tourist traffic is also growing in Southland. Traffic volumes are predicted to grow by 50 percent over the next five to 10 years, in particular on previously low volume routes such as the Catlins and Crown Range.

SH 94 and Milford Road in Southland have safety and congestion issues. Funding from Budget 2006 advances the construction of the Homer east portal avalanche shed.

The road safety goal for Otago and Southland is that by 2010 fatalities and hospitalisations will be fewer than 300 per annum. There were 504 fatalities and hospitalisations due to road crashes in 2005.

NLTP ALLOCATIONS	2006/07		2005/06	
	\$ million	%	\$ million	%
Maintenance local roads	43.51	45.6	39.49	42.9
Maintenance state highways	36.09	37.8	34.14	37.1
Construction local roads*	4.09	4.3	3.69	4.1
Construction state highways*	7.43	7.8	10.79	11.7
Passenger transport*	2.47	2.6	1.91	2.1
Walking and cycling*	0.17	0.2		
Administration and project control*	1.07	1.12	1.04	1.1
Promotion, information and education	0.71	0.7	0.86	0.9
TOTAL	95.41	100.0	92.09	100.0

NZ Police land transport activities	16.48		16.00	
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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:

- the realignment of Sharpes Bend on SH 1, south of Oamaru improving safety (\$2.63 million)
- the roundabout construction on SH 6 at Lorneville, north of Invercargill, reducing delays for side-road traffic (\$1.11 million).

and Waihola. This project will increase traffic use, eliminate dust and improve safety and route efficiency (\$1.9 million).

- Design of the replacement of the Tiwai bridge to the Bluff Aluminium Smelter, which will improve access for commercial vehicles (total project cost \$19 million).

State highway projects

- Investigation of the Caversham four-laning project on SH 1, which will reduce traffic congestion (\$500,000).

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

- Construction of the Tunnel Hill realignment, west of Lawrence on SH 8, to improve safety (\$1.57 million).
- The alignment of the East Road curve on SH 1 in Southland (\$300,000) to improve safety.
- Extensive remedial work at Nevis Bluff on SH 6 in Otago, removing loose rock from the rock face above the road to improve safety (\$2.05 million).
- Construction of an information kiosk on SH 94 (Milford Road) in Southland, to provide travellers with information about road conditions and weather (\$450,000).

Continuing works

Continued funding has been committed to projects from last year. In Otago and Southland, this includes funding of:

- the road realignment on SH 1 between Tumai and Waikouaiti to reduce travel time and improve safety (\$7 million).

Road maintenance

A total of \$79.6 million has been allocated to the maintenance of Otago and Southland's road networks. Of the total, \$43.51 million is for the maintenance of the regions' local roads and \$36.09 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 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

- Seal extension on Finlayson Road, a rural arterial road on the Southern Scenic Highway between Taieri mouth

Passenger transport

A total of \$2.47 million has been allocated to Otago and Southland's passenger transport services and their total mobility schemes for the 2006/07 year. This is an increase of \$560,000 from last year and includes increased funding for Land Transport NZ's commitment to passenger transport provision in the regions.

Promotion, information and education

The Community Road Safety Programme (CRSP) funding allocation for the region for 2006/07 is \$680,000 and \$30,000 for advertising in support of community initiatives.

NZ Police land transport activities

Funding for NZ Police land transport activities in the region totals \$16.48 million. This comprises:

- \$13.85 million for strategic road policing activities (speeding, drinking and drugged driving, seatbelt, road safety and other enforcement)
- \$760,000 for community engagement on road policing (school road safety education and Police community services)
- \$1.76 million for road policing incident and emergency management (crash attendance and investigation and traffic management)
- \$90,000 for road policing resolutions (management of sanctions, prosecution and court orders).

The \$16.48 million includes additional road policing resource for the 2006/07 year of 0.3 FTE for crash attendance and investigation.



The realignment of SH 1 between the Tumai overbridge and the town of Waikouaiti, to bypass a set of tight curves, will improve safety on this section of highway. Photo courtesy of the Otago Daily Times.

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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