



National overview

This year's National Land Transport Programme (NLTP) outlines the funding for New Zealand's land transport system for 2007/08. A record level of expenditure of \$2.40 billion has been allocated for 2007/08, representing a four percent increase from last year. This comprises \$2.14 billion funded from the National Land Transport Account (NLTA), with the remaining \$259 million funded from the National Land Transport Fund (NLTF) for NZ Police. This national allocation includes Crown and regionally distributed funds.

The activities funded through the 2007/08 NLTP continue to reflect Land Transport NZ's intention to align funding with its strategic objective of contributing to an integrated, safe, responsible and sustainable land transport system. Land Transport NZ's strategy envisages a future where there is:

- > increased use of active and shared modes of transport
- > reduced number of 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.

We face a number of challenges. As the economy grows, so too will demand for transport from the commercial transport and business services sector, putting pressure on our infrastructure and networks. There will be more traffic congestion if the current preference for travel by motor vehicle, coupled with the development of increasingly sprawling and dispersed communities, continues. As more vehicles travel our roads, vehicle emissions will increase, resulting in negative impacts for the environment and public health. Meeting the government's goals of reduced greenhouse gas production will be more difficult. As demand for energy outstrips the availability of resources, we can expect more volatility in the price of oil and a corresponding impact on the cost of transport. And, as our country's population ages, communities can expect to have to deal with increasing accessibility and mobility requirements for the elderly.

We believe that good funding and policy decisions made now will contribute to a transport system where people can make choices that have lasting benefits for public health, the economy and the environment. Choices and actions that support this progress come from people, local government and businesses being well informed about the contributions they can make in their development of transport infrastructure and services, their choice of transport mode, their choice of vehicle, and their driving behaviour.

This year's NLTP contains information that can be used by local government to inform the development of 2009–19 long-term council community plans. The 10-year forecast published in the NLTP indicates where we believe activity should be directed to better contribute towards achieving an integrated, safe, responsive and sustainable land transport system. The forecast provides for growth in passenger transport services and walking and cycling while maintaining, operating and renewing the existing transport infrastructure.

Allocations for local road maintenance in 2007/08 are at the level negotiated with councils during maintenance negotiations. Allocations over the next nine years will gradually increase to fund extra activity in regions with traffic growth. We do not expect there to be a need for increased activity in areas with little growth and assets in good condition.

The 'use of the land transport system' activity class has been included in the NLTP for the first time this year. Within this activity class, allocations have been made for community focused activities as agreed with local councils and for 25 percent more local walking and cycling projects than in 2006/07. The walking and cycling allocation continues to grow over the next nine years, reflecting the priority given to it by Land Transport NZ and councils.

Allocations for passenger transport services have increased markedly from 2006/07 to accommodate recent input cost increases and to allow some growth in services. Future allocations also incorporate an allowance for two percent per annum growth in service levels.

Allocations for local road improvements are at a similar level to those indicated in the 2006/07 NLTP. In most years, these are higher than forecast in 2006/07.

Forecast expenditure from NLTP	2007/08	
	\$ million	%
Maintenance and renewal local roads	420.2	19.6
Maintenance and renewal state highways	427.2	19.9
Improvement local roads	211.8	9.9
Improvement state highways	664.4	31.0
Regional development	20.0	0.9
Use of the transport system	36.2	1.7
Passenger transport	262.8	12.3
Research, education and training	25.7	1.2
Administration	75.9	3.5
TOTAL	2144.2	100.0
Road policing activities	259.2	

Notes:
 Local maintenance includes emergency works, and escalation contingency
 State highway maintenance includes property operations
 Passenger transport includes escalation contingency

National overview continued

Allocations for state highway construction activity have been prepared on the basis of the funding guarantee that the government announced last year.

The Authority's land transport programme for 2007/08, prepared by Land Transport NZ and approved by the Minister of Transport in accordance with the Land Transport Management Act, provides funding for the New Zealand Police only and is now referred to as the road policing programme (RPP). A package of new initiatives focusing on road safety for 2007/08 targets specific driver behaviours and specific locations which are demonstrating high social cost caused by crashes in comparison with the policing resources available in those areas. The initiatives are aligned with the Road Safety to 2010 Strategy, in particular drink-driving and speed limit enforcement. The initiatives also provide a strong focus on trauma promoting offences and provide for an investment in technology to increase officer productivity and safety. The government's road safety goals for New Zealand are to reduce the number of road deaths to no more than 300 per year and hospitalisations to no more than 4,500 per year by 2010. Road deaths in 2006 totaled 391 and hospitalisations 7,470. Total funding for the 2007/08 RPP is \$259.15 million.

A full research, education and training (RET) programme forms part of the NLTP for the first time. Each year Land Transport NZ commissions research that contributes towards making New Zealand's land transport system more integrated, safer, more responsive and sustainable. The education and training components of the RET programme are a collection of activities from a range of other programmes, along with some new initiatives to address the wider objectives of the New Zealand Transport Strategy (NZTS). These activities include national advertising on land transport related issues, national promotion of walking and cycling and other nationally managed land transport education and training, including support for land transport related academic programmes. Total funding for all components of the RET programme for 2007/08 is \$25.71 million.

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.

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 and funds committed to projects approved in previous years.
- > Maintenance funding for local roads and state highways, which accounts for 40 percent of the NLTP, has increased by \$44.5 million to \$847.4 million in 2007/08. The increase in maintenance funding is being driven by increased input costs, growth in heavy vehicle traffic, the use of higher quality road surfacing materials and a greater provision for emergency works.
- > Funding for state highway construction has increased by \$43.6 million from last year's allocation to \$664 million in 2007/08. Funding for local roads construction increases \$5.4 million to \$211.8 million in 2007/08.
- > Community focused activities, which include what was previously known as the Community Road Safety Programme (CRSP), have been integrated into the NLTP for the first time. This brings the planning and funding of community focused activities alongside other behaviour change projects that are delivered through approved organisations and alongside engineering and other NLTP activities. Community focused activities comprise both road safety and sustainability projects and activities (such as travel behaviour change and neighbourhood accessibility plans). Funding for community focused activities totals \$17 million for 2007/08.
- > Passenger transport will receive \$262.8 million in 2007/08. The overall allocation is lower than in 2006/07, due to the near completion of the Northern busway and a change in Wellington's rail improvement programme. The allocation to passenger transport services increases by \$23.7 million to \$165 million in 2007/08.

Regional summaries

The estimated amount of expenditure, as shown in each regional section, includes both known allocations from the National Land Transport Account and estimated expenditure on projects for which funding approval has yet to be given. Generally, funding has been approved for road maintenance activities and passenger transport services. Also included are commitments to projects continuing from prior years or approved at the time the 2007/08 NLTP was adopted. A large portion of road construction, walking and cycling and passenger transport infrastructure projects have not been given funding approval at this time. Actual expenditure may differ from the amount shown in the table if either a greater or lesser quantity of projects are developed and brought forward for funding approval than expected.

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 2007/08 C funding has been set aside for:
 - > Auckland for local roading projects
 - > Waikato for local roading and state highway projects
 - > Bay of Plenty to allow the Harbour Link project to proceed without tolling
 - > Wellington to advance passenger transport and local roading projects.

Gisborne and Hawkes Bay

Maintaining open, safe and useable routes is a major issue across road, rail and coastal shipping modes for Gisborne. Topography and weather combine to make road access to Gisborne unreliable. Road alignment improvements are difficult to prioritise within a national programme because traffic volumes are relatively low.

Most priority work under regional development in Gisborne will be completed by the end of 2007/08. This includes pavement strengthening and the widening and sealing of most major access routes to production forests in the region.

Strong residential growth in Hawkes Bay, particularly the 'greenfields' subdivision development on the outskirts of existing residential areas, has the potential to put pressure on the road networks of the Hastings district and Napier city. Access to the port of Napier, particularly from the south, continues to be an issue for Napier, with heavy trucks competing with tourism activities and local traffic on city streets.

The Wairoa district also faces safety and efficiency problems on the SH 2 link to Hawkes Bay. The length of SH 2 between Wairoa and Napier includes the narrow and difficult Matahoroa and Putorino gorges.

The Road Safety to 2010 Strategy goal for the Gisborne region is that, by 2010, fatalities and hospitalisations will be fewer than 50 per annum. There were four fatalities and 106 hospitalisations due to road crashes in Gisborne during the 2006 calendar year. The Road Safety to 2010 Strategy goal for the Hawkes Bay region is that, by 2010, fatalities and hospitalisations will be fewer than 190 per annum. There were 25 fatalities and 203 hospitalisations due to road crashes in Hawkes Bay during the 2006 calendar year.

Completed improvement activities

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

- > the Motoroa curve realignment and passing lanes on SH 2 south of Hastings (\$550,000)
- > the strengthening and sealing of six sections of Tauwhareparae Road in the Gisborne district for forest access (\$820,000)
- > eight road upgrading projects for forest access in the Gisborne district (\$3.45 million from regional development funds)
- > four road upgrading projects in the Wairoa district for forest access (\$1.2 million)
- > the Breakwater Road cycleway (\$600,000) (by Transit and Napier city) and two further stages of the Napier cycleway project (\$500,000)
- > the Mangaoporo Road seal extension in the Gisborne district (\$500,000)
- > the investigation of the southern extension to the Hawkes Bay expressway by Transit (\$220,000)

Continuing improvement activities

Continued funding has been committed to projects from last year. In the Gisborne and Hawkes Bay regions, this includes:

- > the Meeanee Road interchange on the Hawkes Bay expressway (SH 50), which will open in late 2007 (\$8.6 million)
- > a seal extension on Paroa Road (\$280,000) and reconstruction work on Waitahaia Road in the Gisborne district (\$1.86 million from regional development funds)
- > reconstruction for forest access purposes of Pukeorapa Road and Te Kahu Road in the Wairoa district (\$500,000 from regional development funds)
- > two stages of the Napier cycleway project (\$980,000 in 2007/08).

Road maintenance and renewals

A total of \$55.74 million has been allocated for the maintenance of the Gisborne and Hawkes Bay regions' road networks, which is an increase of \$1 million over the 2006/07 allocation. Of the total, \$29.18 million has been allocated for the maintenance of the regions' local roads and \$26.55 million for state highways.

Road improvements

The following projects may be approved over the year, if local authorities or Transit submit applications and the projects continue to meet funding requirements.

Local roading projects

- > 15 road upgrading projects in the Gisborne district for forest access purposes (\$9.72 million).
- > A programme of bridge strengthening for logging purposes in the Gisborne district (\$1 million).
- > Pavement smoothing of Omahu Road in Hastings, in conjunction with other street improvement works to provide pedestrian and cycle facilities and improve safety (\$5.2 million).
- > Improvements to the Lee Road/Meeanee Road intersection in Napier (\$200,000).
- > A joint project between Napier and Transit to provide additional capacity on Prebensen Drive and the intersection with Hyderabad Road on SH 2 in Napier (\$900,000).
- > Three road improvement projects for forest access in the Wairoa district (\$900,000 from regional development funds).

State highway projects

- > Investigation of the Matahoroa Gorge realignment on SH 2 between Napier and Wairoa, the Hawkes Bay expressway southern extension and the Waipukurau overbridge realignment (\$1.05 million).
- > Investigation into the Waitangi Washout bridge replacement (\$120,000) and Karamu Stream bridge cycleway on SH 2 in the Hastings district.
- > Investigation of seal widening on SH 35 between Gisborne and Tologa Bay (\$149,000).

Forecast expenditure in NLTP	2007/08	
	\$ million	%
Maintenance and renewal local roads	29.2	31
Maintenance and renewal state highways	26.5	28
Improvements local roads	20.8	22
Improvements state highways	8.7	9
Regional development	5.0	5
Use of the transport system	1.3	1
Passenger transport	0.7	1
Administration	3.4	4
TOTAL	95.6	100

Road policing activities	13.7	
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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 2007/08 may differ from the estimates, depending on activity levels.

Smaller state highway projects

- > Construction of the Tahaenui bridge replacement and realignment on SH 2 to improve safety.
- > Seal widening on the Takapau Plains (SH 2 near Waipukerau) to improve safety.
- > Realignment to improve safety at the Whakaki Road curves on SH 2, at Dillons Hill on SH 5, south of Waikoau Road on SH 2, at the Otane intersection on SH 2 and north of Tunanui Road on SH 2 (\$8.2 million).

Use of the transport system

A total of \$185,000 has been allocated in the Gisborne/Hawkes Bay regions to be used for transport system activities for 2007/08.

Walking and cycling

- > The construction of four new cycle projects by Transit on SH 2 in the Gisborne and Central Hawkes Bay districts.
- > The Wainui cycleway between Gisborne and Wainui.
- > The Crosses Road cycleway project in the Hastings district to provide a safe cycle link between Hastings and Havelock North.

Community-focused activities

- > From 1 July 2007, community-focused (formerly CRSP) activities will be funded through the NLTP. Councils will work with their local community groups to plan, develop and deliver local land transport safety and sustainability activities. The Hawkes Bay region has applied for transitional funding to support its community-focused activities for 2007/08.
- > A number of walking and cycling programmes will continue in 2007/08 to increase awareness of cycling as a sustainable and alternative form of transport and to improve the level of understanding of the key issues in cycle safety for cyclists, motorists and road controlling authorities. Projects in the region include raising awareness among road users of the presence of cyclists on roads and supporting a number of events, such as Bike Wise, Young Cyclist of the Year, Tour of the Bay, Go by Bike Day and the Summer Cycling series. Additionally, a number of road safety initiatives will be launched in the region in 2007/08. Road safety projects will focus on promoting messages around fatigue, alcohol, intersection crashes, the correct use of child restraints, driving to the conditions and sharing the road with cyclists (Gisborne \$247,000; Hawkes Bay \$273,100, including transitional funding).

Passenger transport

A total of \$568,000 has been allocated to Gisborne and Hawkes Bay for passenger transport operations and total mobility activities. The Hawkes Bay Regional Council is considering options and costings for upgrading existing bus services to provide more commuter services.

Road policing programme

Gisborne

Funding for NZ Police road policing and associated activities in the Gisborne region¹ totals \$4.94 million for the 2007/08 year. This comprises:

- > \$4.25 million for strategic road policing activities (ie, enforcement of speed limits, alcohol and/or drug affected driving, restraint wearing and general road safety)
- > \$211,000 for community engagement on road policing (school road safety education and police community services)
- > \$452,000 for road policing incident and emergency management (crash attendance and investigation, and traffic management) and \$25,000 for road policing court orders.

The \$4.94 million funds all road policing vehicles, communications, equipment, accommodation and 32.8 full-time equivalent (FTE) staff, including 2.2 additional FTEs for the 2007/08 year: 0.4 of these is for crash attendance and investigation, and 1.8 are for targeted enforcement on rural roads.

Hawkes Bay

Funding for NZ Police road policing and associated activities in the Hawkes Bay region² totals \$8.81 million for the 2007/08 year. This comprises:

- > \$7.08 million for strategic road policing activities (ie, enforcement of speed limits, alcohol and/or drug affected driving, restraint wearing and general road safety)
- > \$346,000 for community engagement on road policing (school road safety education and police community services)
- > \$1.33 million for road policing incident and emergency management (crash attendance and investigation, and traffic management) and \$50,000 for road policing court orders.

The \$8.81 million funds all road policing vehicles, communications, equipment, accommodation and 58.5 full-time equivalent (FTE) staff, including 4.3 additional FTEs for the 2007/08 year: 1.1 of these are for crash attendance and investigation, and 3.2 are for targeted enforcement on rural roads.

¹ Includes Wairoa district as these councils have clustered together for planning and delivering road policing.

² Excludes Wairoa district.

Manawatu/Wanganui

The main focus in the Manawatu/Wanganui region continues to be the existing network, with the majority of funding allocated to the region's road maintenance.

An ongoing concern is the use of the region's roads by heavy vehicles. Palmerston North lies on the junction of north-south and east-west routes for both road and rail and is a natural location for warehousing and distribution businesses. Planning for future arterial routes through and around Palmerston North is influenced by the needs of these industries, their location and the pace of their development. Studies and investigations into future heavy vehicle routes and an additional crossing of the Manawatu river are currently underway.

A further priority is managing the connections between state highways and local roads, as well as access to state highways from adjacent land, so that key arterial roads work well for long-distance traffic.

The Road Safety to 2010 Strategy goal for the Manawatu/Wanganui region is that, by 2010, fatalities and hospitalisations will be fewer than 300 per annum. There were 31 fatalities and 525 hospitalisations due to road crashes in Manawatu/Wanganui during the 2006 calendar year.

Completed improvement activities

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

- > the realignment of SH 1 near Hihitahi Bluffs between Taihape and Waiouru to improve safety (\$19 million)
- > two passing lanes on SH 1 south of Calico Line and south of Kaimatarau Road, and one on SH 3 at Skermans Line (\$3.9 million)
- > four seal extension projects in the Tararua district (\$454,000)
- > a passing lane on Mountain Road in the Ruapehu district (\$95,000)

- > a further section of seal extension on the Okahukura Saddle Road to reduce maintenance costs and improve safety (\$648,000)
- > investigations into sites for a possible new bridge across the Manawatu river in Palmerston North (\$805,000)
- > improvements to Cook Street in Palmerston North city (\$432,000).

Continuing improvement activities

Continued funding has been committed to projects from last year. In the Manawatu/Wanganui region, this includes:

- > a seal extension of the remaining unsealed length of Whanganui River Road and Raetihi-Pipiriki Road in the Wanganui and Ruapehu districts (\$7.5 million; the first year of a six-year programme)
- > intersection improvements at Awahuri on SH 3, Milson Line/Newbury Line on SH 54, Queen Street on SH 57 and Tennents Drive/Old West Road on SH 57 (\$3.7 million).

Road maintenance and renewals

A total of \$43.95 million has been allocated for the maintenance of the Wanganui and Manawatu region's road networks, an increase of \$800,000 over the 2006/07 allocation. Of the total, \$33.65 million has been allocated for the maintenance of the region's local roads and \$10.3 million for state highways.

Road improvements

The following projects may be approved over the year, if local authorities or Transit submit applications and the projects continue to meet funding requirements.

Local roading projects

- > A three-year programme of seal extensions in Rangitikei on the Napier-Taihape road (\$11 million).
- > An upgrade of Saddle Road's pavement (\$1.7 million) and further seal extension of Coast Road in the Tararua district (\$345,000).
- > Construction of a new bridge on Ohakune Mountain Road in the Ruapehu district to replace an existing single-lane structure (\$800,000).
- > Replacement of the Dundas Creek culvert in the Manawatu district for structural reasons (\$429,000).
- > The widening of Ferguson Street in Palmerston North city to four lanes to ease congestion (\$2 million).

Smaller state highway projects

- > Two passing lanes on SH 1's Desert Road (\$1.2 million), one passing lane on SH 3 at Duddings lake (\$1.4 million) and an extension to the Vinegar Hill passing lane on SH 1 (\$570,000).
- > A change to the intersection priority at SH 56 at Opiki (\$1.1 million).
- > Upgrading of the Muhunua road intersection on SH 1 (\$430,000).

Use of the transport system

A total of \$625,000 has been allocated in the Manawatu/Wanganui region to be used for transport system activities for 2007/08.

Walking and cycling

- > A number of walking and cycling programmes will continue in the region in 2007/08 to promote the use of safe and sustainable transport, improve the well-being of individuals and reduce traffic congestion. Projects include the school- and work-based Walking Wednesdays and Biking Thursdays, and the development of a school travel plan.

Community-focused activities

- > From 1 July 2007, community-focused (formerly CRSP) activities will be funded through the NLTP. Councils will work with their local community groups to plan, develop and deliver local land transport safety and sustainability activities.
- > Twenty-five road safety and sustainability programmes will begin in 2007/08. Road safety projects will focus on promoting messages around fatigue, speed, intersection crashes, alcohol and correct use of child restraints, and will also target high-risk drivers and repeat drink drivers.

Passenger transport

A total of \$1.41 million has been allocated to the Manawatu/Wanganui region for passenger transport operations and total mobility activities.

Unlimited-access bus services will continue to be made available to Massey University students and staff between the university and Palmerston North. This service is aimed at reducing congestion near the university.

Road policing activities

Funding for NZ Police road policing and associated activities in the Manawatu/Wanganui region totals \$16.17 million for the 2007/08 year. This comprises:

- > \$13.56 million for strategic road policing activities (ie, enforcement of speed limits, alcohol and/or drug affected driving, restraint wearing and general road safety)
- > \$557,000 for community engagement on road policing (school road safety education and police community services)
- > \$1.97 million for road policing incident and emergency management (crash attendance and investigation, and traffic management) and \$80,000 for road policing court orders.

The \$16.17 million funds all road policing vehicles, communications, equipment, accommodation and 107.4 full-time equivalent (FTE) staff, including 4.2 additional FTEs for the 2007/08 year: 2.5 of these are for crash attendance and investigation, and 1.7 are for targeted enforcement on rural roads.

Forecast expenditure in NLTP	2007/08	
	\$ million	%
Maintenance local roads	33.6	54
Maintenance state highways	10.3	17
Construction local roads	7.8	13
Construction state highways	5.6	9
Use of the transport system	0.7	1
Passenger transport	1.7	3
Administration	2.1	3
TOTAL	61.9	100
Road policing activities	16.2	

Note:

Local maintenance does not include emergency works, and escalation contingency

State highway maintenance does not include property operations

Passenger transport does not include escalation contingency

Actual expenditure in 2007/08 may differ from the estimates, depending on activity levels.

Wellington

Wellington is reviewing its Regional Land Transport Strategy following consultation that strongly signalled a desire from ratepayers for more emphasis on passenger transport. Work continues to define the funding plan for the Regional Land Transport Strategy that makes the best use of the available regionally distributed and Crown funding.

Reliable access to key regional facilities, particularly the hospital in Newtown and the airport, will be addressed in the Ngauranga to Airport Corridor Study. The study will examine strategic options for the area between Ngauranga interchange and Wellington airport, taking into account current and future land use, and social, business, recreational, health and other goals.

Projects on the western corridor, including improvements to rail services and the Kapiti Western Link Road, are now part of the Regional Land Transport Strategy. Work is under way to develop the rail upgrades necessary to enable more frequent rail services to Kapiti, and to extend electrified services north of Paraparaumu.

The region's passenger transport system, which carries more than 31,000 commuters to and from Wellington's city centre each day, is expected to be put under increasing pressure if fuel prices continue to rise. Some improvements to the system have been completed and there are more to come, such as the refurbishment of the Wellington–Wairarapa rolling stock and 70 new electric multiple units to replace the English electric units.

The Road Safety to 2010 Strategy goal for the Wellington region is that, by 2010, fatalities and hospitalisations will be fewer than 240 per annum. There were 32 fatalities and 310 hospitalisations due to road crashes in Wellington during the 2006 calendar year.

Completed improvement activities

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

- > Wellington's inner city bypass to reduce congestion around the Wellington central business district (\$40 million)
- > the McKays Crossing railway grade separation south of Raumati on SH 1 (\$20.9 million)
- > widening and lengthening of the Waiohine bridge on SH 2 between Carterton and Greytown for safety and flood risk mitigation reasons (\$4.6 million, part-funded by the affected local authorities)
- > a further 2.5 km section of seal extension on Western Lake Road in the South Wairarapa district to reduce maintenance costs (\$350,000)
- > reconstruction of the Main Road/Mill Road/Aotaki Street intersection in Otaki (\$289,000) and reconstruction of the Rimu Ihakara intersection in Paraparaumu (\$485,000) by the Kapiti Coast District Council to improve safety and efficiency
- > an investigation into school travel plans for Paraparaumu Beach schools (\$46,000)
- > upgrading of cycle route lighting in the Kapiti Coast district (\$45,000)
- > reconstruction of the Paramoana Street/Norrie Street intersection in Porirua city for safety and efficiency improvement (\$410,000)
- > new cycleways between Horokiwi and Pauatahanui and Ulric Street to Plimmerton station in Porirua city (\$200,000)
- > strengthening the Silverstream bridge for seismic security (\$900,000), a joint project between Hutt city and Upper Hutt city
- > replacement of the Moores Valley culvert in Hutt city (the culvert was lost in the February 2004 storm) (\$780,000)
- > a further programme of pavement smoothing works in Wellington city (\$3 million)
- > delivery of 18 replacement carriages for the Wairarapa passenger rail service (\$28 million).

Continuing improvement activities

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

- > the construction of the Dowse–Petone project on SH 2 to eliminate two sets of traffic signals and provide safety and efficiency benefits, particularly for peak-time traffic (\$77.3 million)
- > the extension of the wire rope median barrier on the coastal section of SH 1 between Paekakariki and Pukerua Bay (\$14.5 million)
- > the final stages of investigation for the Kapiti Western Link Road to obtain resource consents and final project definition (\$2.2 million)
- > continuation of the programme of earthquake strengthening of road retaining walls in the Ngaio Gorge in Wellington city (stage 3: \$650,000).

Road maintenance and renewals

A total of \$44.83 million has been allocated for the maintenance of the Wellington region's road networks, an increase of \$4.4 million over the 2006/07 allocation. Of the total, \$24.37 million has been allocated for the maintenance of the region's local roads and \$20.46 million for state highways.

Road improvements

The following projects are 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.

Local roading projects

- > Design and implementation of bus priority measures in Wellington city (total cost estimated to be \$16 million).
- > Design and construction of a programme of road capacity improvements in Wellington city (\$2 million).
- > Replacement of the single-lane Rangoon Street rail overbridge in Box Hill, Wellington (\$1.4 million).
- > A study into pedestrian access to public transport in Wellington city and the beginning of the implementation of improvements (\$1.6 million).
- > Improvements to bus access on Hutt Road (\$1 million).
- > Intersection improvements at Kapiti Road/Rimu Road and the Rimu Road/Raumati Road intersections in the Kapiti Coast district (\$1.2 million).
- > Design work on the Ventnor Drive link between SH 1 at Lindale and Mazengarb Road (\$2 million) and the design and advanced land purchase for the first stage of the Western Link Road (\$38.5 million).
- > Design of improvements to the Titahi Bay Road/Te Hiko/Wineera Drive intersection in Porirua city (\$35,000).
- > A further section of seal extension on Western Lake Road in the South Wairarapa district (\$300,000).
- > Safety improvements at the Gracefield Road off-ramp and the Hutt Road/Railway Avenue corner in Hutt city (\$710,000).

State highway projects

- > Investigation of improvements to the state highway near the Basin Reserve in Wellington city (\$1.07 million).
- > Investigation of the Transmission Gully motorway (\$68.9 million).
- > Design of the SH 2/SH 58 grade separation (\$2.11 million).

Smaller state highway projects

- > Construction of the Waikanae weigh station on SH 1 (\$1 million).
- > Development of variable message signs for the Wellington region and extension of the Active Traffic Management System facility between Petone and Ngauranga on SH 2 (\$3.3 million).
- > Safety improvements at Paekakariki (\$1.03 million) and Pukerua Bay (\$103,000) on SH 1 north of Wellington.
- > Capacity improvements to the SH 1 roundabout in Otaki (\$876,000).

Use of the transport system

A total of \$1.72 million has been allocated in the Wellington region to be used for transport system activities for 2007/08.

Walking and cycling

- > A study on cycling facilities between Petone and Horokiwi on SH 2 and at the Paraparaumu rail overbridge on SH 1.
- > Continuation of cycle projects in the Kapiti Coast district – four projects have been requested for 2007/08.
- > A study into improving pedestrian access to passenger transport in Wellington city.

Community-focused activities

- > From 1 July 2007, community-focused (formerly CRSP) activities will be funded through the NLTP. Councils will work with their local community groups to plan, develop and deliver local land transport safety and sustainability activities.
- > Community road safety and sustainability projects and programmes in the Wellington region in 2007/08 include promoting walking and cycling as options of choice for commuters and school travellers and targeting safety campaigns at pedestrians and cyclists. Road safety projects will focus on promoting messages around fatigue, speed, intersection crashes and alcohol.

Travel demand management

- > School travel plan projects in the Kapiti Coast district (\$165,000 over three years) and the Masterton district (\$10,000 in 2007/08).
- > A 'green bike' programme in Porirua city (\$93,000 in 2007/08).
- > Continuation of the Greater Wellington Regional Council's travel behaviour change programme aimed at major employers, schools and institutions.

Passenger transport

A total of \$59.86 million has been allocated to Wellington's passenger transport operations and total mobility activities for 2007/08. The programme submitted by the Greater Wellington Regional Council shows the start of an accelerated programme of passenger rail improvements funded largely from the various Crown allocations to Wellington. Funding commitments for this total \$11.6 million in 2007/08.

Passenger transport improvement projects that may commence during the year include:

- > upgrades to the power supply and signalling, secure train storage, platforms and stations, required for the introduction of 70 new electric multiple units

- > the proposed extension of the electric train services from Paraparaumu to Waikanae and the double-tracking of the western line from MacKay's Crossing to Waikanae
- > preliminary work towards the possible development of two new stations on the western line and upgrades to the Johnsonville line to allow the use of new rolling stock.

Road policing activities

Funding for NZ Police road policing and associated activities in the Wellington region totals \$23.55 million for the 2007/08 year. This comprises:

- > \$18.12 million for strategic road policing activities (ie, enforcement of speed limits, alcohol and/or drug affected driving, restraint wearing and general road safety)
- > \$848,000 for community engagement on road policing (school road safety education and police community services)
- > \$4.44 million for road policing incident and emergency management (crash attendance and investigation, and traffic management), and \$146,000 for road policing court orders.

The \$23.55 million funds all road policing vehicles, communications, equipment, accommodation and 156.4 full-time equivalent (FTE) staff, including an additional 0.5 FTE for crash attendance and investigation for the 2007/08 year.

Forecast expenditure in NLTP	2007/08	
	\$ million	%
Maintenance and renewal local roads	24.4	11
Maintenance and renewal state highways	20.5	9
Improvement local roads	16.6	7
Improvement state highways	67.4	30
Use of the transport system	2.3	1
Passenger transport	82.3	37
Administration	10.1	5
TOTAL	223.5	100
Road policing activities	23.6	

Note:

Local maintenance does not include emergency works, and escalation contingency

State highway maintenance does not include property operations

Passenger transport does not include escalation contingency

Actual expenditure in 2007/08 may differ from the estimates, depending on activity levels.

Marlborough, Nelson and Tasman

The Marlborough district faces the need for improvements to rural roads, in response to a projected increase in forestry production. Changes in traffic patterns, particularly heavy vehicle traffic, are placing pressure on some rural roads. Haulage of export logs through Picton has given rise to the use of barging as an alternative. The effects of land use change from pastoral to viticulture has increased traffic volumes significantly in Marlborough, and created a need for road improvements.

An increase in the number of elderly people in Blenheim has raised mobility and access issues. To help address this, a trial bus service tailored to the needs of the elderly in the area has been introduced and will continue in 2007/08.

Nelson's existing arterial roads are not equipped to handle the projected large traffic volumes in the central business district. Possible solutions include passenger transport improvements, extra road capacity at peak times for multi-occupant vehicles, travel demand measures such as school and workplace travel plans, walking and cycling facilities, and introducing parking charges. The Nelson and Tasman districts are reviewing their Regional Land Transport Strategies to look at the environmental impacts, costs and sustainability of the current road system.

Fast urban growth in Richmond is placing pressure on road capacity. The recent demand for coastal land and its rising value has led to pressure for road relocations, such as the Ruby Bay bypass and a need to improve the main routes into the Tasman district.

The Road Safety to 2010 Strategy goal for the Nelson, Tasman and Marlborough regions is that, by 2010, fatalities and hospitalisations will be fewer than 110 per annum. There were 10 fatalities and 190 hospitalisations due to road crashes in Nelson, Tasman and Marlborough during the 2006 calendar year.

Completed improvement activities

Land Transport NZ funding in the past year enabled the successful completion of seal extension projects in the Tasman district (\$770,000).

Continuing improvement activities

In Nelson, work continues on replacing the Normanby bridge spanning the Maitai river with an 11.8 metre-wide, three-span structure with a traffic lane,

cycle lane and a footpath in each direction. Once completed, this project will improve safety and personal security by preventing structure failure during a natural disaster and will also improve access and mobility by removing weight restrictions (\$1.9 million).

Work continues to realign Talbot Street and McGlashen Avenue and the two associated priority T-intersections in the Tasman district (\$550,000).

Road maintenance and renewals

A total of \$29.14 million has been allocated for the maintenance of Marlborough, Nelson and Tasman's road networks, an increase of \$1.3 million over the 2006/07 allocation. Of the total, \$10.28 million has been allocated for the maintenance of local roads and \$18.86 million for state highways.

Road improvements

The following projects may be approved over the year, if local authorities or Transit submit applications and the projects continue to meet funding requirements.

Local roading projects

- > Road reconstruction projects in the Marlborough/Nelson/Tasman region, which include realignments and safety improvements at intersections (\$2.4 million).
- > Replacement of the Bells Road bridge and Haka Haka no 1 bridge in Marlborough (\$200,000).
- > Seal extension projects in the Tasman district (\$1.1 million).
- > Replacement of two timber bridges in Marlborough (\$200,000).

State highway projects

- > Awatere Bridge replacement on SH 1 in Marlborough (\$15 million).
- > Atawhai cycleway project as identified in Nelson cycle strategy (\$1.5 million).

Smaller state highway projects

- > Investigation of the safety improvements to Wratts Road on SH 62 near Rapaura (\$150,000).

Use of the transport system

A total of \$456,000 has been allocated in the Marlborough/Nelson/Tasman region to be used for transport system activities for 2007/08.

Walking and cycling

- > The Nelson City Council and the Tasman District Council have proposed the design and construction of walking and cycling projects with a combined total of \$1.4 million in 2007/08, as identified in their walking and cycling strategies. This includes Transit's Atawhai cycleway project. These projects include cycleways and shared paths that will increase access and mobility by attracting more commuter pedestrians and cyclists.

Community-focused activities

- > From 1 July 2007, community-focused (formerly CRSP) activities will be funded through the NLTP. Councils will work with their local community

groups to plan, develop and deliver local land transport safety and sustainability activities.

- > Community road safety and sustainability projects and programmes for the Marlborough/Nelson/Tasman region include promoting walking and cycling as options of choice for commuters and school travellers and targeting safety campaigns at pedestrians and cyclists (\$311,000).

Passenger transport

The Marlborough/Nelson/Tasman region will be allocated \$304,000 in 2007/08 for passenger transport operations and total mobility activities.

A study for passenger transport improvements is being investigated as part of an integrated package of solutions for traffic congestion in Nelson's central business district.

Road policing activities

Funding for NZ Police road policing and associated activities in the Marlborough/Nelson/Tasman region totals \$7.82 million for the 2007/08 year. (Includes Kaikoura as this council has clustered with Marlborough district for planning and delivering road policing.) This comprises:

- > \$6.48 million for strategic road policing activities (ie, enforcement of speed limits, alcohol and/or drug affected driving, restraint wearing and general road safety)
- > \$321,000 for community engagement on road policing (school road safety education and police community services)
- > \$984,000 for road policing incident and emergency management (crash attendance and investigation, and traffic management) and \$40,000 for road policing court orders.

The \$7.82 million funds all road policing vehicles, communications, equipment, accommodation and 51.9 full-time equivalent (FTE) staff, including an additional 0.9 FTE for crash attendance and investigation for the 2007/08 year.

Forecast expenditure in NLTP	2007/08	
	\$ million	%
Maintenance and renewals local roads	10.3	26
Maintenance and renewals state highways	18.9	48
Improvement local roads	1.9	5
Improvement state highways	5.4	14
Use of the transport system	1.4	3
Passenger transport	0.4	1
Administration	1.6	4
TOTAL	39.7	100.0
Road policing activities	7.8	

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 2007/08 may differ from the estimates, depending on activity levels.

The figures in the tables are Land Transport NZ's allocations. Costs in brackets refer to total project or total phase costs.

For further information...

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