

National Land Transport Programme 2009-2012

# Otago



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# Introduction from the Regional Director

I am pleased to introduce to you this National Land Transport Programme (NLTP) for 2009-2012 – a programme through which the NZ Transport Agency (NZTA) is making a record investment in land transport at a time when New Zealand needs it most.



The global economic situation has changed dramatically in the past 18 months, with significant effects for the New Zealand economy. In response, and as part of its commitment to improving New Zealand's economic outlook and performance, the government has set clear expectations and priorities for the land transport sector. These expectations are articulated in the *Government policy statement on land transport funding* (GPS).

Through this NLTP, the NZTA 'gives effect' to the GPS with a focus on supporting economic activity and employment throughout the country. It aims to deliver the best possible returns for New Zealand, through prioritising a wide range of national and regional activities and investing \$8.7 billion in the next three years (a 17 percent increase on the past three years).

The NLTP demonstrates an increased focus on efficiency and effectiveness in all spending, a rigorous national approach to setting priorities, and an ongoing focus on improving safety and reducing the adverse environmental effects of land transport.

While each region's regional land transport programme (RLTP) has been an essential building block, the NLTP inevitably makes greater investments in areas where key expectations, such as economic return and value for money, are clearly met.

This document details the funding provided for the Otago region – and as a dynamic document will be reviewed and updated regularly to reflect any approved variations to programmes, with the latest version available on the NZTA's website at [www.nzta.govt.nz](http://www.nzta.govt.nz).

For information on funding for the rest of New Zealand (and how the NLTP is developed and managed) please see the 'national' document, which is also available at [www.nzta.govt.nz](http://www.nzta.govt.nz).

## Otago – the context

Maintaining state highways and local roads will be a top priority for the Otago region in the next 10 years, to ensure existing capacity enables economic growth and productivity in the region. By protecting and maintaining the land transport network, so it's safer, more reliable and efficient, without the need for expensive new infrastructure, we'll help to enable growth in the region's economy.



However, there is some localised investment in infrastructure to ensure efficiency and safety in the region's road networks.

A strong commitment to value for money has led to changes in how R (regionally distributed) funding is used. R funding will be used for the highest-priority projects in this NLTP, providing a guaranteed minimum level of funding for Otago. R funding comes from a portion of fuel excise duty and light road user charges and is allocated proportionally to regions based on population.

In the past, R funding was used to fund lower-priority projects that would otherwise not qualify for funding. The new approach delivers much greater value for money for all public money invested in land transport.

## Highlights of Otago's NLTP

This NLTP provides an investment of \$294.8 million for the Otago region over the 2009-2012 period. I'm confident that this NLTP gives the required effect to the GPS. All funds have been allocated to activity classes within the GPS limits and in line with the NZTA's priorities.

A significant amount of the funding in this NLTP will be invested in improving Otago's local roads and state highways. For example, in Dunedin:

- work on four-laning the Caversham Highway at the city's southern entrance is expected to start during the next three years. This section of State Highway (SH) 1 is prone to traffic congestion during peak-hour travel times
- progress will be made in the next three years on the Fredrick Street to SH88 realignment project; once complete, this work will smooth traffic flows, improve safety and ease congestion on this section of SH88 around the new Otago Stadium and Otago University
- the SH88 Dunedin to Port Chalmers cycleway will be extended all the way to Port Chalmers.

Another of Otago's key transport issues relates to ensuring that transport networks and public transport keep pace with growth in the Queenstown area. To address this, and as a result of the Wakatipu Transportation Strategy, bus services in the Wakatipu Basin are likely to develop further in the next three years to help ease traffic congestion in this growing tourist resort area and to connect communities. This work will also involve bus priority measures along SH6A between Frankton and Queenstown and pedestrian crossings at bus stops.

Other highlights include:

- realigning SH1 at Waitati to improve safety
- designing and renewing the Brighton Road Bridge on the main road linking Dunedin and Brighton
- the Malaghans Road realignment in Queenstown
- Peninsula Road/Boyd Road improvements in Frankton.

For an overview of all projects in the region likely to receive funding in the next three years, see the maps on pages 4 to 5.

The National Land Transport Fund can only be used to fund activities listed in the NLTP. The tables in this NLTP list:

- Activities that have been given funding approval and represent committed funding.
- Activities that the NZTA anticipates may be given funding approval during 2009-12 (category 2 activities). More activities are listed than will be funded because many do not progress as planned.
- Reserve activities that are expected to be funded beyond 2009-12, but might be funded in 2009-12 (if circumstances justify it).
- Activities that are not expected to be funded because they have too low a priority to warrant funding.

## Recent achievements

In the past 12 months, a number of milestones have been achieved that will help make the road network in our region more efficient and safer and enable it to make an even greater contribution to economic growth.

These include:

- completing the \$3.2 million SH1 Thames Street safety project in Oamaru. The project involved installing five sets of traffic lights in Thames Street, with the aim of reducing a crash rate that was much higher than average for this type of urban state highway
- completing the SH1 Tumahai passing lane project between Dunedin and Palmerston
- completing a number of local road projects, including seal extensions on Karoro Creek and Ahuriri Road (\$1.7 million). The latter road carries a large amount of tourist traffic visiting the iconic Nugget Point Lighthouse, so the new safety and efficiency improvements will contribute to tourism growth in the area
- road widening on Harrington Point Road from Tily Street to Weir Road (\$1.8 million), which has improved safety for drivers and cyclists. This section of road is on a popular route to tourist attractions on the Otago Peninsula, including the Royal Albatross colony, so the improvements will make it safer and easier for tourists at these attractions and help boost Dunedin's tourism industry
- further progress on extending the Dunedin to Port Chalmers cycleway, with more extension work to be carried out as funding allows. This project will help make cycling a safer commuter travel option for those living in this area.

## The role of the Regional Transport Committee

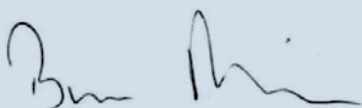
The Otago Regional Transport Committee has a pivotal role in shaping the Otago region's transport future.

The committee comprises elected members from the regional and local authorities in Otago, a representative from the NZTA and six community representatives with expertise in areas such as access and mobility, safety and personal security, and economic development.

One of the committee's key tasks is to develop Otago's three-year RLTP, which prioritises all the regional transport activities proposed by the NZTA, the region's local authorities and the Otago Regional Council.

This regional perspective enabled the NZTA to build a geographic view of land transport requirements nationwide, and to align regional and national views in deciding on the most appropriate allocations of funds to give effect to the GPS priorities. Public submissions on Otago's draft RLTP were reflected in the final programme that went to the NZTA Board, which made the ultimate funding decisions for the NLTP.

I believe this NLTP is enabling for Otago's future as a key contributor to New Zealand's social and economic wellbeing. I look forward to working closely with our regional and local authority partners, New Zealand Police and the Otago community on ensuring it is implemented successfully.



**Bruce Richards**  
Regional Director



# OTAGO REGION



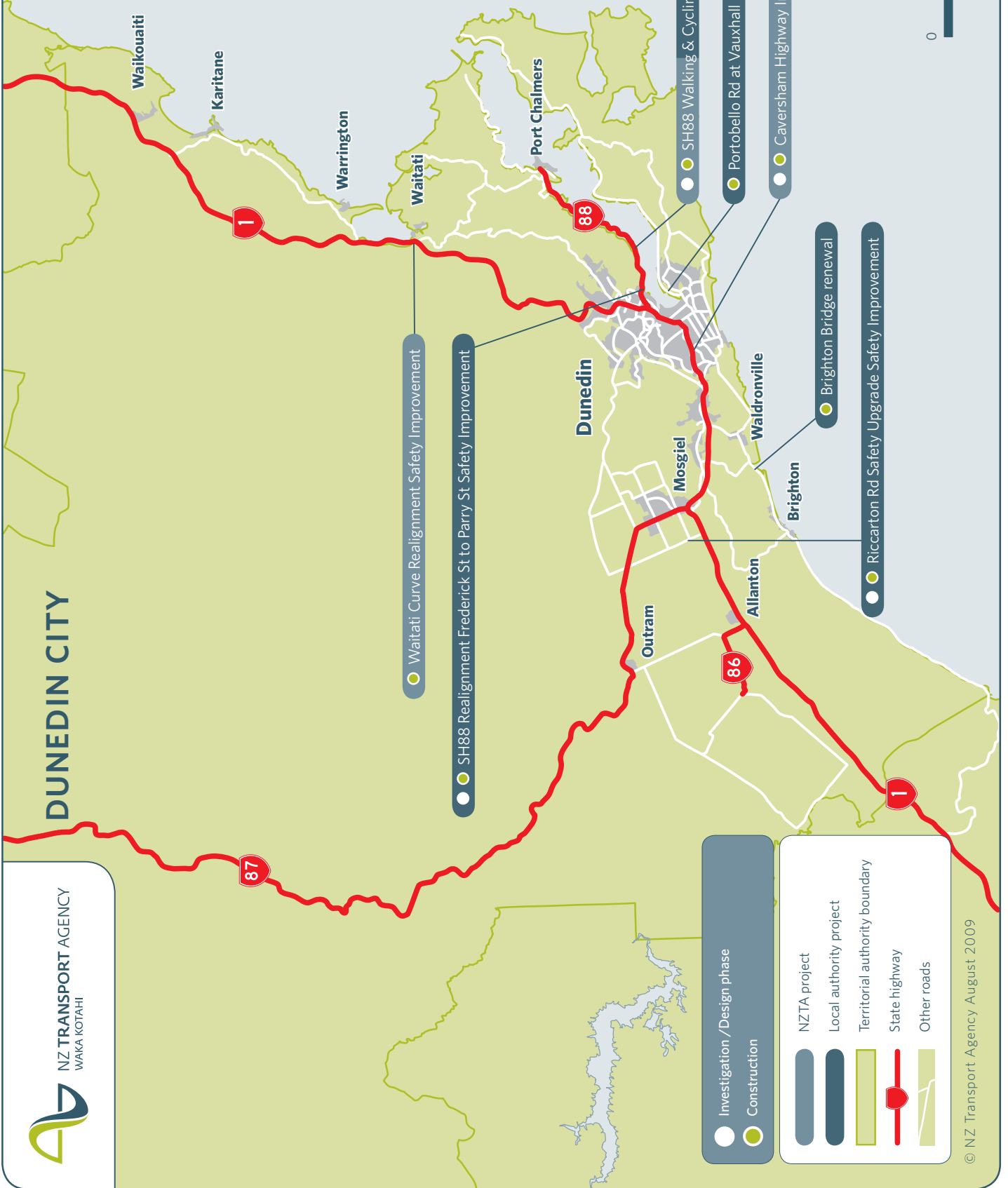
- Investigation /Design phase
- Construction

- NZTA project
- Local authority project
- Territorial authority boundary
- State highway
- Other roads



NZ TRANSPORT AGENCY  
WAKA KOTAHĪ

# DUNEDIN CITY



● Investigation / Design phase	■ NZTA project
● Construction	■ Local authority project
	■ Territorial authority boundary
	■ State highway
	■ Other roads



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# Regional summary

## Overview of the transport system

**Table 1: Key statistics on the Otago region (June 2007-July 2008)**

	Otago region	New Zealand	Region as % of NZ
Population	205,200	4,268,500	5
Land area (km <sup>2</sup> )	32,000	275,400	12
Imports (gross tonne) <sup>1,2</sup>	3.3 million	79.2 million	4
Exports (gross tonne) <sup>1,2</sup>	2.4 million	73.4 million	3
Gross domestic product (GDP) (\$)	6200 million	155,400 million	4
Passenger transport - bus - boardings	1,437,300	92,777,200	2
Passenger transport - rail - boardings	-	18,346,600	-
Passenger transport - ferry - boardings	-	4,695,000	-
Vehicle kilometres travelled	2200 million	40,200 million	5
Fatalities <sup>3</sup>	14	366	6
Serious injuries <sup>3</sup>	109	2553	7
Local roads - urban all (km)	1332	17,298	8
Local roads - urban sealed (km)	1243	16,956	7
Local roads - rural all (km)	7928	65,601	12
Local roads - rural sealed (km)	2395	33,698	7
State highways - all (km)	1304	10,906	12
State highways - sealed (km)	1304	10,850	12%
State highways - motorway (km)	28	172	16%

Notes:

- 1 Indicative only - based on a ratio determined from a 2002 report on international and inter-regional freight movements.
- 2 Includes both international and inter-regional freight movements.
- 3 Safety data is for the year ending 2008.





## Investment priorities

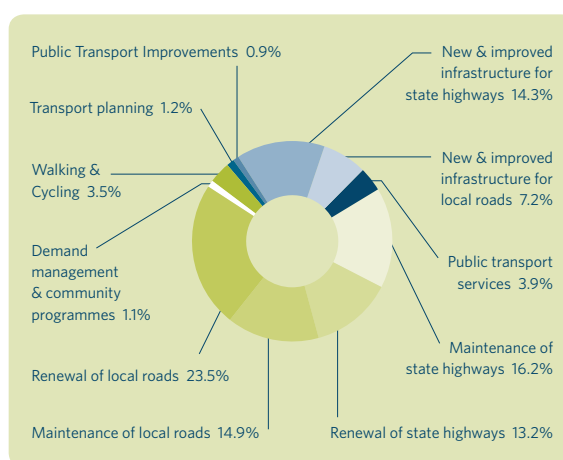
Work on the SH1 Caversham corridor is one of the key investment priorities of this NLTP. The project will significantly ease traffic congestion at peak times.

The Fredrick Street to SH88 realignment project will be completed within the next two years to ensure smoother traffic flows on this section of highway, as well as on roads near the University of Otago and the new Otago Stadium. In the same period, the implementation of the Wakatipu Transportation Strategy will see further development of bus services in the Wakatipu Basin, which will also involve bus priority measures along SH6A between Frankton and Queenstown to reduce traffic congestion.

## Expected expenditure in Otago

Table 2: Expected expenditure in Otago

Otago	2009/12	% of total
Walking and Cycling	10.3	3.5%
Transport planning	3.6	1.2%
Public Transport Improvements	2.8	0.9%
New & improved infrastructure for state highways	42.0	14.3%
New & improved infrastructure for local roads	21.3	7.2%
Public transport services	11.6	3.9%
Maintenance of state highways	47.9	16.2%
Renewal of state highways	39.0	13.2%
Maintenance of local roads	44.0	14.9%
Renewal of local roads	69.2	23.5%
Demand management & community programmes	3.3	1.1%
	<b>294.8</b>	<b>100%</b>



Note: includes R funds of \$45m

## State highway operations, maintenance and renewal

Regular, well-targeted maintenance is essential to ensuring a safe, efficient and reliable state highway network that contributes to economic growth in the Otago region. It helps to deliver maximum value for money from the investments already made in these roads.

This NLTP allocates \$86.8 million to maintaining Otago's state highways. This will fund resurfacing work on about 130 kilometres of the state highway network, and ongoing work to prevent rock falls and major slips and ensure route security and safety, including at Nevis Bluff on SH8.

There are plans to install variable message signs on SH87 (Outram, Middlemarch and Kyeburn), SH85 (Palmerston) and SH6 (Hawea) in the next three years to give road users the latest information on road conditions.

## State highway improvements

The NLTP allocates \$42.0 million to improvements on the Otago state highway network.

Work on improving the SH1 Caversham corridor is likely to start within the next three years. Once completed, traffic congestion on this section of SH1 during peak hours should ease considerably.

The NLTP also identifies a number of activities that are likely to be funded to improve safety, route efficiency and route security on the network. Those aimed at reducing the risk and number of fatal and serious injuries, and reducing congestion, in the next three years include:

- safety work on SH1 Crawford Street, Dunedin
- curve realignments to improve safety on SH1 at Waitati near Dunedin
- the realignment of SH1 at Kakaho Creek, north of Hampden.

Between now and 2012, more passing lanes are likely to be built to make the region's state highway network safer and more efficient. These include a new passing lane on SH1 between Balclutha and Clinton.

In addition, funding has been committed to several state highway improvement projects from 2008/09. Projects that will improve safety and help reduce travel times include:

- the SH1 Jefferis Road realignment between Dunedin and Oamaru (\$1.5 million)
- the SH8 Raes Junction curve easing between Milton and Alexandra (\$0.9 million).

## Local road maintenance and operations

Otago's extensive local road network makes an important contribution to the region's prosperity, especially in linking many smaller rural communities.

Local road maintenance funding of \$113.2 million will help make the region's local roads safer and more efficient through resealing and minor safety work, such as fitting safety barriers in areas with high crash risks. The NZTA has approved a three-year allocation and expects organisations to manage the required maintenance, operations and renewal programmes including any changes in costs within that allocation.

## Local road improvements

The NLTP allocates \$21.3 million to local road improvements in Otago. This will go towards the design and renewal of the Brighton Road Bridge near Waldronville, south of Dunedin, which should improve safety on this main route linking Brighton and Dunedin.

## Public transport

There has been a substantial increase in funding for public transport services nationally across 2009-12 with an increase of 30% to \$630 million compared with the previous three years.

Although there has been a significant increase in funding, there is an expectation that every regional authority will manage their public transport programmes efficiently and effectively within the funding allocations provided to ensure that these are delivering value for money. A challenge is to improve the effectiveness of public transport networks by extracting the maximum value from past and current investments. The NZTA is developing a national framework for a fare box policy that will assist regional authorities as part of this process.

The block funding approach to public transport programmes will provide regional authorities with the flexibility to reassign funding to cover variability in the delivery of programme activities, provided the total expenditure stays within the overall allocation.



This NLTP allocates \$11.6 million to public transport services in Otago.

This will go towards encouraging drivers to use public transport in Dunedin, with the aim of reducing the number of vehicles on key city roads at peak times. This in turn will:

- reduce traffic congestion
- delay the need for expensive road infrastructure to carry larger traffic volumes
- help improve travel times for private and commercial vehicles as well as buses.

The Otago Regional Council, working together with Queenstown Lakes District Council, is looking to introduce extended feeder bus services in and around Queenstown and supporting communities. In combination to this, to integrate with existing services, integrated ticketing and electronic displays are proposed as part of a package of measures proposed. This application forms part of an overarching strategy of transportation improvements already endorsed by the NZTA.

We consider these initiatives could assist economic growth and relieve growing congestion in the area. A funding decision for these initiatives depends on how they align with the NZTA's priorities at the time it seeks Category 1 approval. Other factors will be taken into account in this process including procurement.

## Walking and cycling

Making walking and cycling safe travel options is an integral part of the development process for all projects on Otago's state highway network.

The \$10.3 million allocated over three years to this activity class will see the extension of cycling and pedestrian facilities along SH88 between Dunedin and Port Chalmers.

## Road policing activities

National Land Transport Fund funding for New Zealand Police road policing activities in the Otago region totals \$13.613 million for 2009/10. This includes:

- \$11.338 million for strategic policing of the 'fatal five' road safety issues: speeding, drink/drugged driving, restraints, dangerous/careless driving and high-risk drivers
- \$1.476 million for incident and emergency management, crash attendance and investigation, and traffic management
- \$725,000 for community engagement in road policing and school road safety education.

The funding also meets all the costs involved in road policing, including vehicles and equipment, communications and accommodation.

The detailed 2009/10 Road Policing Programme can be viewed on the New Zealand Police website at [www.police.govt.nz/service/road](http://www.police.govt.nz/service/road). The programmes for 2010/11 and 2011/12 will be published on the site once they have been approved by the Minister of Transport.

## Regionally significant projects from 2012/13 onwards

Work may start some time beyond 2014 on:

- renewal work to extend the life of the historic Kakanui Bridge in north Otago. The bridge links the north and south sections of Kakanui township and provides access for local businesses and the community to SH1
- replacing the Kawarau Falls Bridge with a new two-lane bridge.

# Regional tables

## Key (for tables)

<b>FTE staff</b>	The number of full time equivalent NZ Police staff allocated to the activity.
<b>Phase type</b>	The phase type of the project phase listed on this row.
S	Study
I	Investigation
D	Design
C	Construction
P	Property purchase
<b>NLTP status</b>	The status of the programme within the 2009/12 NLTP.
COM	A commitment carried forward from previous years.
APP	Approved new works, allocations approved for expenditure on the related project or programme.
CAT2	Projects included in the NLTP which have not been given funding approval, but may be considered for funding during 2009/12 and, based on information submitted to the NZTA, are expected to meet the requirements for funding. Funding applications for the projects are expected during the course of 2009/12.
RES	Projects included in the NLTP which have not been given funding approval and are not likely to be promoted for funding during 2009/12 either due to expenditure being programmed beyond 2009/12 or because preliminary assessment of their profile (based on submitted information) gives them a priority below that expected to be funded in 2009/12.
<b>Funding priority</b>	
Probable	Category 2 activities which, based on information submitted to the NZTA, probably have sufficient priority to warrant funding.
Possible	Category 2 activities which, based on information submitted to the NZTA, possibly have sufficient priority to warrant funding, subject to funding being available.
Res. A	Reserve activities indicatively programmed over 2009/12 that, based on the information submitted to the NZTA, have a lower indicative profile and priority and are therefore not expected to be affordable unless there is a significant improvement in priority and funding is available.
Res. B	Reserve activities indicatively programmed to start beyond 2011/12 which would be considered for funding during 2009/12 should circumstances warrant, considering their priority and the availability of funding.
Not fundable	Types of activity that are not funded through the NLTP, or activities with such low priority that funding is not contemplated.
<b>SH</b>	The state highway associated with the project or programme.
<b>WC</b>	Work category.
<b>Profile</b>	A three letter string describing the strategic fit of the activity and the effectiveness and efficiency of the solution. H is High, M is Medium, and L is Low.
<b>Total phase costs \$000</b>	The total cost of the project phase for all years, including local share subsidy.
<b>Prev. spend \$000</b>	The total spent to date on the phase for all years, including local share subsidy.
<b>%FAR</b>	The funding assistance rate applying to the phase.
<b>NLTF</b>	The total cost to be spent in 2009/12 on implementing the phase and the funding from the National Land Transport Fund available for this.
<b>Indicative funding source</b>	The funding source of the project phase. The funding source is definite for commitments or approved new works. It is indicative for Cat 2, and will potentially change.
C	Crown funds allocated in accordance with schedule 2, clause 14 of the Land Transport Amendment Act 2008.
T	Community transport funds allocated in accordance with NZTA policy set out in general circular 08/12 to meet transport needs for communities in areas of high socio-economic deprivation.
R	Regionally distributed funding from the named region.
N	Nationally distributed funds.

## Work categories

001 Regional land transport planning and management	215 Structures component replacements	511 Bus services
002 Studies and strategies	221 Environmental renewals	512 Passenger ferry services
003 Activity management plans	222 Traffic services renewals	513 Bus and passenger ferry concession fares
111 Sealed pavement maintenance	231 Associated improvements	514 Passenger transport facilities operations and maintenance
112 Unsealed pavement maintenance	241 Preventive maintenance	515 Passenger rail services
113 Routine drainage maintenance	321 New traffic management facilities	517 Total mobility operations
114 Structures maintenance	322 Replacement of bridges and other structures	519 Wheelchair hoists
121 Environmental maintenance	323 New roads	521 Total mobility flat rate payments
122 Traffic services maintenance	324 Road reconstruction	531 Passenger transport infrastructure
123 Operational traffic management	325 Seal extension	533 Passenger transport road improvements
124 Cycle path maintenance	331 Property purchase (state highways)	711 Strategic road policing
131 Level crossing warning devices	332 Property purchase (local roads)	712 Incident and emergency management
141 Emergency reinstatement	333 Advance property purchase	713 Road policing resolutions
151 Network and asset management	341 Minor improvements	714 Community engagement in land transport
161 Property management (state highways)	421 Demand management	811 Research programme
171 Financial grants	432 Community programmes	812 National education and promotion programmes
211 Unsealed road metalling	442 Sea freight operations	813 Training and support programme
212 Sealed road resurfacing	445 Rail freight infrastructure	911 Programme management
213 Drainage renewals	446 Sea freight infrastructure	912 Performance monitoring
214 Sealed road pavement rehabilitation	451 Pedestrian facilities	913 Crash analysis system
	452 Cycle facilities	

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTA	2010/11 NLTA	2011/12 NLTA	Funding priority	Funding source*
<b>Central Otago District Council</b>											
<b>Renewal of local roads</b>											
Road renewals		Local Roads	Cat1			9,184.6	1,443.3	1,707.8	1,533.0	N	
<b>Operation and maintenance of local roads</b>											
Road operations and maintenance		Local Roads	Cat1			7,683.2	1,248.8	1,323.9	1,345.7	N	
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2009/12		Local Roads	Cat1	341		-	215.4	215.8	201.9	N	
User benefits improvements group		Group allocation	Alloc.				-	-	-		
Conroys Road Seal Extension	1	LMM	Cat2	325	61%	571.0	348.3	-	-	Possible	R
<b>Demand management &amp; community programmes</b>											
2009/12 Community Programme		Implementation	Cat1	432	75%	-	177.4	-	-	N	
<b>Walking and cycling facilities</b>											
Walking and Cycling - Access and community benefits		Group allocation	Alloc.				89.7	89.7	89.7		
<b>Clutha District Council</b>											
<b>Renewal of local roads</b>											
Road renewals		Local Roads	Cat1			23,681.1	4,680.6	4,794.6	4,733.4	N	
<b>Operation and maintenance of local roads</b>											
Road operations and maintenance		Local Roads	Cat1			12,864.5	2,751.8	2,507.2	2,635.2	N	
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2009/12		Local Roads	Cat1	341		-	594.6	519.8	516.7	N	
Improve, expand or replace network group		Group allocation	Alloc.				200.0	300.0	300.0		
User benefits improvements group		Group allocation	Alloc.				-	-	-		
Seal Extension - The Nuggets Road	-	LMM	Cat2	325	70%	1,493.4	1,045.4	-	-	Possible	R
<b>Demand management &amp; community programmes</b>											
Community Focussed Land Transport Activities 2009/12		Implementation	Cat1	432	75%	-	41.6	-	-	N	
<b>Walking and cycling facilities</b>											
Walking and Cycling - Access and community benefits		Group allocation	Alloc.				150.8	150.8	150.8		
<b>Transport planning</b>											
Clutha District Transportation Strategies/Studies 2009/12	1	MM_	Cat2	002	75%	15.4	3.8	3.8	4.0	N	
Clutha Transportation Activity Management Plan 2009/12	1	ML_	Cat2	003	70%	98.3	29.4	19.4	20.1	N	
<b>Clutha District Council SPR</b>											
<b>Renewal of local roads</b>											
Road renewals		SPR	Cat1			282.0	82.2	124.0	61.6	N	
<b>Operation and maintenance of local roads</b>											
Road operations and maintenance		SPR	Cat1			325.3	97.9	103.4	107.7	N	
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2009/12		SPR	Cat1	341		-	14.4	16.2	11.9	N	

Dunedin City Council	Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTA	2010/11 NLTA	2011/12 NLTA	Funding priority	Funding source*
<b>Renewal of local roads</b>												
Road renewals	Local Roads			Cat1			31,717.5	5,553.1	5,827.3	6,064.2		N
<b>Operation and maintenance of local roads</b>												
Road operations and maintenance	Local Roads			Cat1			32,240.5	5,828.4	5,973.2	6,041.9		N
<b>New &amp; improved infrastructure for local roads</b>												
Brighton Road Bridge Renewal	Design	-		Com	322	65%	210.0	91.0	-	-		N
Harrington Point Rd - Poo Corner Widening / Realignment	Construction	-		Com	324	65%	456.2	162.5	-	-		R
Portobello Road Widening: Rosehill Road to Raynbird Street.	Construction	-		Com	324	65%	6,466.2	923.0	1,365.0	-		R
Minor improvements 2009/12	Local Roads			Cat1	341		-	910.5	840.0	848.9		N
Riccarton Road Safety Upgrade	Investigation	2	MMM	Cat2	324	65%	180.0	117.0	-	-	Probable	R
Riccarton Road Safety Upgrade (Construction)	Construction	2	MMM	Cat2	324	65%	4,667.0	-	-	1,300.0	Probable	R
Riccarton Road Safety Upgrade (Purchase)	Design	2	MMM	Cat2	324	65%	580.0	-	377.0	-	Probable	R
Strategic Corridors Stage 1 - Frederick Street to SH88	Construction	2	MMM	Cat2	323	65%	9,800.0	1,300.0	5,070.0	-	Probable	R
Strategic Corridors Stage 1 - Frederick Street to SH88	Design	2	MMM	Cat2	323	65%	450.0	292.5	-	-	Probable	R
Strategic Corridors Stage 1 - Frederick Street to SH88	Property		MMM	Cat2	323	65%	5,600.0	3,640.0	-	-	Probable	R
Improve, expand or replace network group	Group allocation			Alloc.				1,000.0	1,500.0	1,500.0		R
Brighton Road Bridge Renewal	Construction	-	MMM	Cat2	322	65%	2,228.0	-	1,448.2	-	Probable	R
2009/2012: Dunedin City - Portobello Rd at Vauxhall Widening	Construction	2	MML	Cat2	324	65%	1,150.0	747.5	-	-	Possible	R
User benefits improvements group	Group allocation			Alloc.				-	-	-		R
Leith Valley Road Seal Extension	Construction	-	LMM	Cat2	325	65%	584.3	-	379.8	-	Possible	R
<b>Demand management &amp; community programmes</b>												
Dunedin Community Focused Activities Programme 2009/2012	Implementation			Cat1	432	75%	-	452.9	-	-		N
North Dunedin Neighbourhood Accessibility Plan	Implementation			Com	432	75%	-	112.5	-	-		N
<b>Walking and cycling facilities</b>												
2008 / 2009 Cycling Improvements	Construction	-		Com	452	65%	197.0	58.5	-	-		N
Walking and Cycling - Access and community benefits	Group allocation			Alloc.				286.8	286.8	286.8		R
2009-2012 Dunedin City Walking Improvements Programme	Construction	1	LMM	Cat2	451	65%	3,258.4	672.8	701.5	743.6	Probable	R
2009-2012 Dunedin City Cycling Improvements Programme	Construction	1	LMM	Cat2	452	65%	663.8	135.5	143.7	152.3	Probable	R
<b>Transport planning</b>												
2009-2012 Dunedin City- Transport Planning Programme - Studies	Study	1	MM_	Cat2	002	75%	935.0	262.5	251.3	187.5		N
2009-2012 Dunedin City - Transport Plan g - Activity Mgmt Plan	Study	1	ML_	Cat2	003	65%	156.0	32.5	33.8	35.1		N
<b>Otago Highway &amp; Network Operations</b>												
<b>Renewal of state highways</b>												
Road renewals	State Highways			Cat1			37,505.1	13,598.9	11,953.1	11,953.1		N
Preventive Maintenance 9/12	Construction	1		Cat2	241	100%	1,156.5	175.7	492.0	488.7		R
Scour Investigation 9/12	Construction	-		Cat2	241	100%	486.0	157.0	162.0	167.0		R

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTA	2010/11 NLTA	2011/12 NLTA	Funding priority	Funding source*
<b>Operation and maintenance of state highways</b>											
Road operations and maintenance						45,873.1	15,284.3	15,294.4	15,294.4		N
EW Omararama Flood Event 17 May 2009	-		Com	141	100%	-	52.0	-	-		N
<b>New &amp; improved infrastructure for State highways</b>											
Kawarau Falls Bridge	2		Com	322	100%	69.3	69.3	-	-		R
Alma Safety Improvements			Com		100%	35.0	10.0	-	-		N
Baichutha To Clinton Northbound PL			Com		100%	679.9	240.0	-	-		N
Baichutha to Clinton Southbound PL			Com		100%	679.9	483.0	-	-		N
Boyd Road Realignment			Com		100%	100.0	23.5	-	-		N
Crawfords Hill Realignment & Passing Lanes			Com		100%	266.0	50.0	-	-		N
Grey Street Intersection Improvements - Right Turn Bay			Com		100%	80.0	50.0	-	-		N
Hillend - Baichutha Realignment			Com		100%	171.6	15.0	-	-		N
Jefferis Road Realignment			Com		100%	1,520.0	100.0	-	-		N
Pig Hunters Rd Safety Improvements SH 8			Com		100%	3,400.0	100.0	-	-		N
Raes Junction Safety Improvement SH8			Com		100%	920.0	360.0	-	-		N
Station Road Realignment			Com		100%	105.0	65.0	-	-		N
Thames St. (Oamaru) Safety Improvement			Com		100%	3,530.1	40.0	-	-		N
Waikouaiti South Realignment			Com		100%	90.0	55.0	-	-		N
Waitati Curve Realignment			Com		100%	110.0	40.0	-	-		N
Minor improvements 2009/12			Cat1	341		-	1,865.5	1,868.5	1,868.5		N
Caversham Corridor Improvements	2	MMM	Cat2	324	100%	2,000.0	6,000.0	1,000.0	600.0	Probable	R/N
Caversham Corridor Improvements	2	MMM	Cat2	332	100%	4,600.0	1,500.0	1,500.0	1,500.0	Probable	R/N
Caversham Corridor Improvements	2	MMM	Cat2	324	100%	26,000.0	-	-	5,000.0	Probable	R/N
Kawarau Falls Bridge	2	MML	Cat2	322	100%	103.0	103.0	-	-	Possible	R
Kawarau Falls Bridge		MML	Cat2	322	100%	1,673.0	825.0	848.0	-		
Improve, expand or replace network group			Alloc.				7,500.0	8,250.0	8,250.0		
Alexandra SH8/85 Intersection Improvements	-	MMH	Cat2	324	100%	437.7	437.7	-	-	Probable	R
Alma Safety Improvements	-	MMH	Cat2	324	100%	556.0	556.0	-	-	Probable	R
Beaumont Bridge strengthening	-	MMH	Cat2	324	100%	41.0	41.0	-	-	Probable	R
Beaumont Bridge strengthening	-	MMH	Cat2	324	100%	106.0	-	106.0	-	Probable	R
Brydone Memorial Northbound Passing Lane	-	MMH	Cat2	324	100%	1,061.0	-	1,061.0	-	Probable	R
Crawford St. (Jervois & Police St's) Safety Improvements	-	MMH	Cat2	324	100%	412.0	412.0	-	-	Probable	R
Glenda Drive Intersection Upgrade	-	MMH	Cat2	324	100%	1,061.0	-	1,061.0	-	Probable	R
Glenda Drive Intersection Upgrade	-	MMH	Cat2	324	100%	209.0	103.0	106.0	-	Probable	R
Glenda Drive Intersection Upgrade	-	MMH	Cat2	324	100%	206.0	206.0	-	-	Probable	R
Grey Street Intersection Improvements - Right Turn Bay	-	MMH	Cat2	324	100%	45.0	45.0	-	-	Probable	R
Grey Street Intersection Improvements - Right Turn Bay	-	MMH	Cat2	324	100%	370.0	-	370.0	-	Probable	R
Otago Stock Effluent Sites	-	MMH	Cat2	321	100%	212.0	-	212.0	-	Probable	R
Station Road Realignment	-	MMH	Cat2	324	100%	57.0	41.0	16.0	-	Probable	R
Station Road Realignment	-	MMH	Cat2	324	100%	2,276.0	-	639.0	1,637.0	Probable	R
Boyd Road Realignment	-	MMM	Cat2	324	100%	1,958.0	-	317.0	1,641.0	Probable	R
Crawfords Hill Realignment & Passing Lanes	-	MMM	Cat2	324	100%	82.0	-	-	82.0	Probable	R
Deborah Railway Overbridge Safety Improvements	-	MMM	Cat2	324	100%	106.0	-	106.0	-	Probable	R
Deborah Railway Overbridge Safety Improvements	-	MMM	Cat2	324	100%	108.0	-	53.0	55.0	Probable	R

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTA	2010/11 NLTA	2011/12 NLTA	Funding priority	Funding source*
Hillend - Balclutha Realignment	-	MMM	Cat2	324	100%	66.0	-	-	66.0	Probable	R
Improved Driver Information 9/12	-	MMM	Cat2	321	100%	824.6	266.8	274.8	283.0	Probable	R
Kakaho Creek Realignment	-	MMM	Cat2	324	100%	3,531.0	1,531.0	2,000.0	-	Probable	R
McNeary Rd (north bound) Passing Lane	-	MMM	Cat2	324	100%	721.0	721.0	-	-	Probable	R
Palmerston Northbound Passing Lane	-	MMM	Cat2	324	100%	971.0	-	971.0	-	Probable	R
Peninsula Road (SH6) Intersection Improvements.	-	MMM	Cat2	324	100%	1,441.0	-	-	1,441.0	Probable	R
Property Acquisitions 9/12	-	MMM	Cat2	331	100%	1,099.0	355.6	366.2	377.2	Probable	R
Rehabilitation Seal Widening 9/12	-	MMM	Cat2	324	100%	1,030.8	333.5	343.5	353.8	Probable	R
Reids Hill Passing Lane	-	MMM	Cat2	324	100%	46.0	46.0	-	-	Probable	R
Reids Hill Passing Lane	-	MMM	Cat2	324	100%	48.0	-	48.0	-	Probable	R
Reids Hill Passing Lane	-	MMM	Cat2	324	100%	459.0	-	-	459.0	Probable	R
Safety Retrofit 9/12	-	MMM	Cat2	324	100%	3,092.3	1,000.5	1,030.5	1,061.4	Probable	R
Seismic Retrofit 9/12	-	MMM	Cat2	322	100%	891.0	150.0	676.0	65.0	Probable	R
SH1 North Oamaru	-	MMM	Cat2	324	100%	43.7	-	-	43.7	Probable	R
SH1 North Oamaru	-	MMM	Cat2	324	100%	42.4	-	42.4	-	Probable	R
Strategic Plan Initiatives 9/12	-	MMM	Cat2	324	100%	2,473.9	800.4	824.4	849.1	Probable	R
Waiholo (Southbound) Passing Lane	-	MMM	Cat2	324	100%	1,202.0	-	-	1,202.0	Probable	R
Waitaki Curve Realignment	-	MMM	Cat2	324	100%	3,738.0	362.0	2,122.0	1,254.0	Probable	R
Waikouaiti South Realignment	-	MML	Cat2	324	100%	79.2	25.8	53.5	-	Possible	R
Waikouaiti South Realignment	-	MML	Cat2	324	100%	2,076.0	-	-	2,076.0	Possible	R
Kawarau Falls Bridge	-	Reserve				16,455.6				Res. B	
<b>Public transport infrastructure</b>											
SH6A Multi-Modal Corridor Stage 1	2	MMM	Cat2	533	100%	3,278.0	-	-	3,278.0	Probable	R
SH6A Multi-Modal Corridor Stage 1	2	MML	Cat2	533	100%	265.0	-	265.0	-	Possible	R
SH6A Multi-Modal Corridor Stage 1	2	MML	Cat2	533	100%	413.0	413.0	-	-	Possible	R
SH6A Multi-Modal Corridor Stage 1		MML	Cat2	533	100%	250.0	-	250.0	-		
<b>Demand management &amp; community programmes</b>											
Community Advertising 9/12 - Otago			Cat1	432	100%	-	22.0	-	-		N
<b>Walking and cycling facilities</b>											
Clyde Underpass	1		Com	452	100%	50.0	10.0	-	-		R
SH 88 Cycling and Pedestrian Facilities	1	MMM	Cat2	452	100%	6,558.7	-	2,060.0	2,843.2	Probable	R
SH 88 Cycling and Pedestrian Facilities	1	MMM	Cat2	452	100%	313.6	-	154.5	159.1	Probable	R
SH 88 Cycling and Pedestrian Facilities	1	MMM	Cat2	452	100%	250.0	250.0	-	-	Probable	R
Walking and Cycling - Access and community benefits			Alloc.			38.5	38.5	-	38.5		
Clyde Underpass	1	LML	Cat2	452	100%	50.0	50.0	-	-	Res. A	
Clyde Underpass	1	LML	Cat2	452	100%	463.5	-	463.5	-	Res. A	
<b>Transport planning</b>											
North Oamaru - SH1 Study			Com	002	100%	140.2	28.9	-	-		N
Queenstown Transportation Study			Com	002	100%	758.4	137.6	-	-		N
SH 88 Cycling Strategy			Com	002	100%	88.3	15.0	-	-		N
Activity management plans			Cat2	003	100%	1,381.9	460.1	460.9	460.9		N
Cromwell Area Strategic Study	1	MML	Cat2	002	100%	100.0	34.0	33.0	33.0		N
Otago Kiwirap Black Routes Safety Studies	1	MML	Cat2	002	100%	100.0	34.0	33.0	33.0		N



Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTA	2010/11 NLTA	2011/12 NLTA	Funding priority	Funding source*
SH1 Dunedin City to Airport TDM Study	1	LM_	Cat2	002	100%	1750	75.0	50.0	50.0	N	N
SH1 Oamaru to Dunedin Corridor Study	1	MM_	Cat2	002	100%	185.7	-	106.1	79.6	N	N
SH6, SH8, SH93 Passing Opportunities	1	MM_	Cat2	002	100%	100.0	34.0	33.0	33.0	N	N
SH8 Nevis Bluff Route Security	1	HM_	Cat2	002	100%	154.5	154.5	-	-	N	N
<b>Otago Regional Council</b>											
<b>Public transport services</b>											
Bus services			Cat1	511	50%	15,355.3	2,471.8	2,553.7	2,652.2	N	N
Public transport facilities maintenance and operations			Cat1	514	60%	3,350.1	642.8	669.7	697.5	N	N
Public transport professional services/ administration			Cat1	000	50%	628.9	97.4	104.5	112.6	N	N
Total mobility flat payments			Cat1	521	100%	542.8	175.7	181.5	185.6	N	N
Total mobility operations			Cat1	517	50%	1,872.0	302.3	312.0	321.8	N	N
Wheelchair hoists			Cat1	519	60%	159.8	31.0	32.1	32.8	N	N
<b>Transport planning</b>											
Regional land transport planning management			Cat1	001	100%	459.4	158.0	150.8	150.6		
<b>Supergold card</b>											
Supergold trip administration			Cat1			69.0	23.0	23.0	23.0		
Supergold trip payments			Cat1			1,320.0	420.0	450.0	450.0		
<b>Otago Regional Council</b>											
<b>Public transport services</b>											
Queenstown Lakes Public Transport (bus services)	2	MHM	Cat2	511	50%	-	510.7	633.3	322.4	Possible	N
Queenstown Lakes Public Transport (realtime/ integrated ticketing)	2	MHM	Cat2	514	60%	-	534.2	193.0	86.8	Possible	N
<b>Queenstown-Lakes District Council</b>											
<b>Renewal of local roads</b>											
Road renewals			Cat1			32,042.6	3,773.3	5,213.1	4,791.9		N
Preventive Maintenance Projects Crown Range			Cat2	241	43%	500.0	215.0	-	-		
<b>Operation and maintenance of local roads</b>											
Road operations and maintenance			Cat1			11,633.8	1,632.6	1,669.4	1,700.6		N
Emergency Works 16/17 May 2009 Local Roads			Com	141	47%	-	70.5	-	-		N
New & improved infrastructure for local roads						-	-	-	-		
Minor improvements 2009/12			Cat1	341		-	432.5	489.9	455.3		N
Ardmore/ Brownston - Stage 1 Town Centre Strategy Implementa			Cat2	324	53%	300.0	159.0	-	-	Probable	R
Queenstown Inner Links, Stage 2 - Henry Man Link	2	MMM	Cat2	324	53%	50.0	26.5	-	-	Probable	R
Strategic network group			Alloc.				150.0	150.0	100.0		
Frankton Flats Road 2	2	HMM	Cat2	323	53%	229.2	121.5	-	-	Probable	R
RESA Road - New roads	2	HMM	Cat2	323	53%	50.0	26.5	-	-	Probable	R
Eastern Access Road North - New roads	2	HML	Cat2	323	53%	35.4	18.8	-	-	Probable	R
Humphrey Street Extension	2	HML	Cat2	332	53%	500.0	265.0	-	-	Probable	R
Improve, expand or replace network group			Alloc.				250.0	250.0	300.0		R
Malaghans Road rehab and realignment 08/09 - Site 6			Cat2	324	53%	1,135.1	601.6	-	-	Probable	R

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTA	2010/11 NLTA	2011/12 NLTA	Funding priority	Funding source*
Malaghans Rd Site 5 Reconstruction	-	MMM	Cat2	324	53%	1,238.4	-	656.4	-	Probable	R
<b>Public transport infrastructure</b>											
Urban transport choice, network improvements & safety PT group			Alloc.				18.9	18.9	18.9		
Ferry Facilities	-	MMM	Cat2	531	60%	680.3	15.0	15.5	-	Probable	R
Bus Lane Bay Kawareau Falls	-	MMM	Cat2	533	53%	50.0	26.5	-	-	Probable	R
Wakatipu Basin & Queenstown Public Transport Infrastructure	-		N/F								
Wakatipu Basin & Queenstown Public Transport Infrastructure	-		N/F								
<b>Demand management &amp; community programmes</b>											
Wakatipu - Travel Demand Management			Cat1	432	75%	-	153.5	-	-		N
Remarkables Primary School Transportation Related Issues			Cat2	432	75%	-	13.2	-	-		N
<b>Walking and cycling facilities</b>											
Walking and Cycling - Access and community benefits			Alloc.				6.3	6.3	6.3		
Wakatipu - Cycling and Walking Strategy Implementation	1	LMM	Cat2	452	53%	2,052.0	-	-	28.2	Possible	R
Wanaka - Cycling and Walking Strategy Implementation	1	LMM	Cat2	452	53%	2,052.0	-	-	28.2	Possible	R
<b>Transport planning</b>											
Activity Management Plans Local Roads	1	ML	Cat2	003	53%	614.3	17.9	23.1	47.6		N
Transport Monitoring	1	MM	Cat2	002	75%	426.5	23.6	40.7	25.1		N
<b>Queenstown-Lakes District Council Crown Range</b>											
Renewal of local roads			Cat1			5,198.4	1,776.8	1,291.1	1,610.6		N
Road renewals											
Operation and maintenance of local roads			Cat1			1,112.3	322.5	340.7	338.0		N
Road operations and maintenance											
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2009/12			Cat1	341		-	167.9	116.2	136.6		N
<b>Transport planning</b>											
Activity Management Plans Crown Range	1	ML	Cat2	003	53%	33.4	1.0	1.3	2.6		N
<b>Queenstown-Lakes District Council SPR</b>											
Renewal of local roads			Cat1			5,589.8	2,463.7	899.6	2,226.5		N
Road renewals											
Operation and maintenance of local roads			Cat1			1,451.3	468.9	483.9	498.5		N
Road operations and maintenance											
Emergency Works 16/17 May 2009 Glenorchy SPR	-		Com	141	100%	-	20.0	-	-		N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2009/12			Cat1	341		-	234.6	98.5	191.1		N
Transport planning											
Activity Management Plans Glenorchy SPR	1	ML	Cat2	003	53%	79.5	2.3	3.0	6.2		N

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTA	2010/11 NLTA	2011/12 NLTA	Funding priority	Funding source*
<b>Waitaki District Council</b>											
<b>Renewal of local roads</b>											
Road renewals			Cat1			12,268.8	2,547.0	2,301.5	2,144.7		N
Haven Street stabilisation and rehabilitation 2009/10			Cat2	241	57%	630.0	3591	-	-		
<b>Operation and maintenance of local roads</b>											
Road operations and maintenance			Cat1			9,670.3	1,797.3	1,842.0	1,968.2		N
E/W - flooding in the Waitaki District May 2009 - Stage 2			Com	141	57%	-	114	-	-		N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2009/12			Cat1	341		-	347.5	294.9	288.4		N
Improve, expand or replace network group			Alloc.				200.0	300.0	300.0		
Harbourside Project - Wansbeck Street extension+W&C 2009/10			Cat2	323	67%	788.1	528.0	-	-	Probable	R
Waianakara Road Slip Rehabilitation			Cat2	324	67%	674.0	451.6	-	-	Probable	R
Waianakara Road Slip Land Purchase			Cat2	332	67%	75.0	50.3	-	-	Probable	R
Coalpit Road Realignment			Cat2	324	67%	330.0	221.1	-	-	Probable	R
User benefits improvements group			Alloc.				-	-	-		
Gardiners Road Seal Extension 2009/10			Cat2	325	67%	150.0	100.5	-	-	Possible	R
<b>Demand management &amp; community programmes</b>											
Waitaki Community Programmes 2009/2012			Cat1	432	75%	-	88.6	-	-		N
<b>Walking and cycling facilities</b>											
Walking and Cycling - Key safety and congestion			Alloc.				87.8	87.8	87.8		
Walking and Cycling 2009/10 Waitaki Ave to Pukeuri			Cat2	452	67%	658.0	440.9	-	-	Probable	R
Walking and Cycling 2009/10 SH1 to the Limeworks			Cat2	452	67%	325.0	217.8	-	-	Probable	R
Walking and Cycling - Access and community benefits			Alloc.				38.8	38.8	38.8		
Redcastle Road to Reservoir Road			Cat2	452	67%	220.5	-	-	147.7	Probable	R
Ardgowan School to Eden Street			Cat2	452	67%	120.5	-	-	80.7	Probable	R
Walking and Cycling Omarama Triangle 2010/11			Cat2	452	67%	430.3	-	288.3	-	Probable	R
<b>Transport planning</b>											
Activity Management Plan Development 2009/12			Cat2	003	67%	155.9	33.5	35.0	35.9		N
Land Transport Related Strategies			Cat2	002	75%	61.8	15.0	15.4	15.9		N
Strategy Harbourside Transport			Cat2	002	75%	30.0	22.5	-	-		N

# Police

	2009/10 FTE staff	2009/10 Funding (\$'000)	2009/10 FTE staff	2009/10 Funding (\$'000)
<b>Otago</b>				
Police district managed activities				
Traffic camera operations	3.7	596.7	7.8	1,252.1
Strategic road policing - rural arterial routes	3.3	527.5	9.0	1,438.6
Enhanced alcohol/CBT project	4.7	745.9	2.6	412.4
Court orders	0.5	74.6	9.3	1,479.0
<b>NZTA Highway and Network Operations</b>				
Highway patrol	11.3	1,800.9	0.5	85.2
<b>Central Otago and Queenstown-Lakes Districts</b>				
Speed control	3.2	517.9	2.0	325.0
Drinking or drugged driver control	4.0	635.1	1.2	197.1
Restraint device control	1.1	174.8	0.4	63.9
Visible road safety and general enforcement	1.7	265.3	1.3	213.1
Police community services	0.3	48.0	0.3	53.3
School road safety education	0.5	79.9	0.3	53.3
Crash attendance and investigation	0.9	149.2	0.8	133.2
Traffic management	0.4	58.6	0.1	21.3
<b>Clutha District</b>				
Speed control	1.2	196.1		
Drinking or drugged driver control	1.7	276.0		
Restraint device control	0.5	79.9		
Visible road safety and general enforcement	0.9	140.7		
Police community services	0.1	10.7		
School road safety education	0.2	32.0		
Crash attendance and investigation	0.6	90.6		
Traffic management	0.0	5.3		
<b>Dunedin City</b>				
Speed control				
Drinking or drugged driver control				
Restraint device control				
Visible road safety and general enforcement				
Police community services				
School road safety education				
Crash attendance and investigation				
Traffic management				
<b>Wairaki District</b>				
Speed control				
Drinking or drugged driver control				
Restraint device control				
Visible road safety and general enforcement				
Police community services				
School road safety education				
Crash attendance and investigation				
Traffic management				

# Glossary

Activity	A land transport output or capital project, or both.
Activity class	A grouping of similar activities.
Approved organisation	A public organisation approved under section 23 of the LTMA. It's usually a regional council, a local authority or another public organisation.
ARTA	Auckland Regional Transport Authority.
ATMS	Advanced traffic management system.
Benefit cost ratio	The ratio that compares the benefits accruing to land transport users and the wider community from implementing a project or providing a service, with that project's or service's costs.
Betterment	The increased value of land arising from improved access.
Category 1 activity	An activity that is ready for funding approval.
Category 2 activity	An activity that the NZTA can anticipate funding within the three years of the NLTP, but does not currently meet category 1 requirements.
Crash book	An analytical document that provides long-term risk profiles of stretches of roads, groups of intersections and geographical areas within police districts or areas.
Farebox recovery	An arrangement in which a proportion of total operating costs is recovered through public transport fare revenue.
Fuel excise duty	A tax imposed by the government on fuel that is used to fund land transport activities.
Funding assistance rate	The percentage of the total cost of an approved activity that the NZTA pays.
GPS	The Government policy statement on land transport funding - the government's statement of its short- to medium-term goals for transport investment.
Impact	The contribution made to help achieve the government's economic, social and environmental objectives.
Investment and Revenue Strategy	A high-level direction-setting and prioritisation tool that helps the NZTA to balance competing priorities and select the best possible mix of activities for funding.
Land transport	Transport on land by any means and the infrastructure, goods and services facilitating that transport, including: <ul style="list-style-type: none"> <li>coastal shipping (including transport by means of harbour ferries, or ferries or barges on rivers or lakes) and associated infrastructure</li> <li>the infrastructure, goods and services (including education and enforcement), the primary purpose of which is to improve public safety in relation to that transport.</li> </ul>
Local road	A road (other than a state highway) in the district, and under the control, of a local authority.
Local share	The portion of the total cost of an activity that is provided by an approved organisation.
Long-term council community plan (LTCCP)	Produced by each local authority, a plan that describes its activities and provides a long term focus for its decision-making. It must cover a period of 10 consecutive financial years though it is prepared every three years.
Land Transport Management Act 2003 (LTMA)	The main act governing the land transport planning and funding system.
Ministry of Transport	The government's principal transport policy adviser that both leads and generates policy, and helps to set the vision and strategic direction for the future of transport in New Zealand.
Model community	A community that aims to reduce congestion by providing user-friendly environments for walking and cycling.

Motor vehicle registration and licensing fees	The Motor Vehicle Register is established under the Transport (Vehicle and Driver Registration and Licensing) Act 1986, and records details of vehicles that are registered to operate on the road. Motor vehicle registration and licensing fees are defined as land transport revenue.
NLTF/National Land Transport Fund	The set of resources, including land transport revenue, that are available for land transport activities under the NLTP.
NLTP/National Land Transport Programme	A three-yearly programme of investment in land transport infrastructure and services from the NLTF.
Pavement	The road structure that is constructed on the subgrade and supports the traffic loading.
Public transport	Passenger transport services provided or subsidised by local and central government.
Regional Transport Committee	A committee required to be established by every regional council or unitary authority comprising a range of representatives, including from the regional council, local authorities, the NZTA, one representing each of the five transport objectives and one from a cultural perspective. Its main functions are to prepare an RLTS and an RLTP.
Regional land transport programme (RLTP)	A three-yearly land transport infrastructure and services proposal for funding from the National Land Transport Fund prepared by a Regional Transport Committee. In Auckland, the RLTP is prepared by ARTA.
Regional land transport strategy (RLTS)	A strategy that every Regional Transport Committee, on behalf of the regional council, must prepare, and consult on to provide guidance on the land transport outcomes the region seeks. The RLTS must be produced every six years, cover 30 years and contribute to its vision.
Road-controlling authorities	Authorities and agencies, including the NZTA, local authorities, the Waitangi Trust and the Department of Conservation, that have a legal responsibility for roading.
Road user charges	Charges on diesel and heavy vehicles paid to the government and used to fund land transport activity.
Roads of national significance	Seven New Zealand roads identified by the GPS whose further development 'will have national benefits to the roading network and to national economic development' and that 'require significant development to reduce congestion, improve safety and support economic growth'.
RPP/Road Policing Programme	The programme of land transport enforcement activities delivered by New Zealand Police.
RSAP/Road safety action plan	A plan developed at the local level to address road safety issues in the area.
RTPP/Risk-targeted patrol plan	New Zealand Police operational tasking documents used to allocate strategic road policing resources to known safety risks by location and time.
State highway	A road operated by the NZTA, as defined by the LTMA.
Unitary authority	A local authority that undertakes the additional functions of a regional council.
Vehicle kilometres travelled	The total annual vehicle kilometres travelled in an area.

## Key to map abbreviations

4L	Four-laning
PL	Passing lane
SH	State highway
Nth Bd	Northbound
Nth	North
Sth Bd	Southbound
Sth	South
East Bd	Eastbound
West Bd	Westbound



## Our contact details

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