

National Land Transport Programme 2009-2012

# Southland



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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 the 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 Southland 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).

## Southland – the context

The Southland region needs to address a number of transport-related issues between now and 2012.

Our top priority in delivering economic growth and productivity in the region is to ensure freight can move within Southland efficiently and safely. Our plans include:

- maintaining and improving safety on the Milford Road, including the Homer Tunnel
- increasing passing opportunities, particularly on State Highway (SH) 1 between Edendale and Invercargill
- the Edendale bypass on SH1, which will complement further expansion of the Edendale dairy plant.

Road safety and the high social and economic costs of road crashes are other issues for Southland, with a number of projects in the NLTP dedicated to addressing them. Some projects, can also make highways more efficient through smoother traffic flows.

Additional transport priorities for Southland include:

- upgrading the region's road network by increasing seal widths (a safety improvement measure)
- fostering economic development in the region by maintaining and enhancing an efficient transport network and infrastructure
- providing for the safe movement of the rising number of tourists and other transport network users.

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 Southland. 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 this NLTP

This NLTP provides an investment of \$155.1 million for the Southland 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.

Key investment priorities for Southland:

- The Tiwai Bridge upgrade, which will significantly extend the life of a bridge that provides a crucial link between Invercargill and the Tiwai Smelter. The smelter is a major contributor to Southland's prosperity, providing hundreds of jobs and injecting millions of dollars into the region's economy.
- A project to address safety issues around the Homer Tunnel on SH94 between Te Anau and Milford Sound. The tunnel is an essential link to a major tourist destination, and making the route safer and more reliable is vital to the continued growth of both the local and national tourism industries.
- Building stock truck effluent disposal sites at Lorneville, Mataura, Wreys Bush, Lumsden and Edendale.

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

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, we've achieved a number of milestones in making our region's roads safer, more resilient and more suitable for the people and businesses that use them every day. These include:

- work on the SH1 Longbush realignment (\$0.84 million), which will improve safety on this section of the highway
- the new Bond Street bypass (\$1.6 million), which offers a safer, faster and more efficient route for vehicles in the area and heavy motor vehicles en-route to the Port of Bluff
- preparation work for the SH96 Gill Road realignment to improve safety. Work is about to start on this project
- progress on realigning the SH6 Dipton Curve between Invercargill and Queenstown
- investigations into a project to improve safety at the SH1 Tay Street/Racecourse Road intersection in Invercargill
- a number of passing lanes on the state highway network, which have improved efficiency and safety.

## The role of the Regional Transport Committee

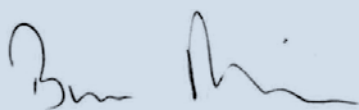
The Southland Regional Transport Committee plays a pivotal role in shaping the Southland region's transport future.

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

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

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 Southland's draft programme 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 Southland'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 Southland community on ensuring this NLTP is implemented successfully.



**Bruce Richards**  
Regional Director



# SOUTHLAND REGION



# Regional summary

## Overview of the transport system

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

	Southland region	New Zealand	Region as % of NZ
Population	45,100	4,268,500	1
Land area (km <sup>2</sup> )	34,300	275,400	12
Imports (gross tonne) <sup>1,2</sup>	2.8 million	79.2 million	4
Exports (gross tonne) <sup>1,2</sup>	2.3 million	73.4 million	3
Gross domestic product (GDP) (\$)	3300 million	155,400 million	2
Passenger transport - bus - boardings	423,500	92,777,200	0
Passenger transport - rail - boardings	-	18,346,600	-
Passenger transport - ferry - boardings	-	4,695,000	-
Vehicle kilometres travelled	1,100 million	40,200 million	3
Fatalities <sup>3</sup>	10	366	3
Serious injuries <sup>3</sup>	58	2553	3
Local roads - urban all (km)	615	17,298	4
Local roads - urban sealed (km)	559	16,956	3
Local roads - rural all (km)	5831	65,601	9
Local roads - rural sealed (km)	2210	33,698	7
State highways - all (km)	777	10,906	7
State highways - sealed (km)	777	10,850	7
State highways - motorway (km)	-	172	-

Notes:

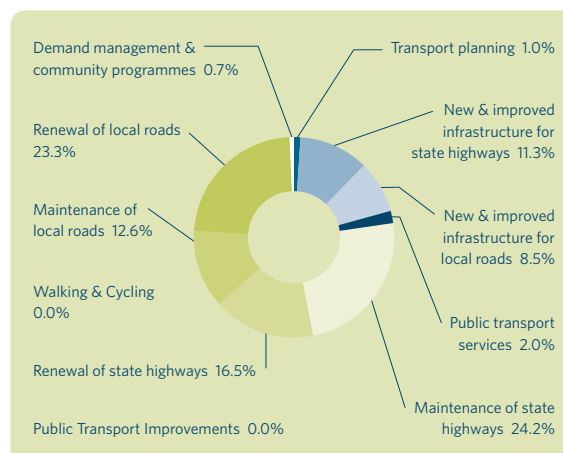
- 1 Indicative only - based on a ratio determined from a 2002 report on international and inter-regional freight movements.
- 2 Includes both international and inter-regional freight movements.
- 3 Safety data is for the year ending 2008.

## Expected expenditure in Southland

**Table 2: Expected expenditure in Southland**

Southland	2009/12	% of total
Walking and cycling	0.1	0.0%
Transport planning	1.6	1.0%
Public transport improvements	-	0.0%
New & improved infrastructure for state highways	17.5	11.3%
New & improved infrastructure for local roads	13.1	8.5%
Public transport services	3.0	2.0%
Maintenance of state highways	37.5	24.2%
Renewal of state highways	25.6	16.5%
Maintenance of local roads	19.5	12.6%
Renewal of local roads	36.2	23.3%
Demand management & community programmes	1.0	0.7%
	<b>155.1</b>	<b>100%</b>

Note: includes R funds of \$22m



## State highway operations, maintenance and renewal

Maintaining Southland's state highway network to cope with increases in heavy motor vehicle traffic will be vital to the region's economy in the next three years and beyond.

During 2009-2012, more than 80 kilometres of state highway resealing will be completed in Southland. In addition to this work a series of variable message signs will be installed on SH94 Milford Road. These will provide drivers with up-to-date information on road conditions and help make this road safer.

## State highway improvements

The NLTP allocates \$17.5 million to improvements on the Southland state highway network.

Activities that are likely to be funded include a project to address safety issues around the Homer Tunnel – a crucial part of SH94, New Zealand's only alpine highway linking Te Anau and Milford Sound, and a vital cog in New Zealand's multi-billion-dollar tourism industry.

Safety issues include potential fires (including in buses) and crashes during the avalanche season when the tunnel becomes two-way. Safety options under consideration include widening work to create a two-way tunnel and improving fire safety, air quality and lighting.

A number of projects designed to reduce the fatal and serious injuries resulting from crashes on the state highway network are due to start in the next three years. They may include:

- widening the SH94 Falls Creek Bridge in the upper Hollyford Valley. This work will improve safety for motorists and pedestrians using the bridge
- new passing lanes on SH1 just south of Woodlands, which will help make this section of highway safer and more efficient
- safety improvements at the SH1 Tay St/Racecourse Road intersection in Invercargill.

## Local road maintenance

Local road maintenance funding of \$55.7 million will help make the region's local roads safer and more efficient through resealing and minor safety work. 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 \$13.1 million to local road improvements in Southland. The majority of this funding will go towards the current re-decking of the Tiwai Bridge, which will significantly increase its life.

## 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 farebox 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 \$3.0 million to public transport services in Southland, covering the costs of providing total mobility and other public transport services. It recognises that transport choice is important for those with limited access to cars or who are vulnerable to fuel price increases.

## Road policing activities

National Land Transport Fund funding for New Zealand Police road policing activities in the Southland region totals \$6.846 million for 2009/10.

This includes:

- \$5.770 million for strategic policing of the 'fatal five' road safety issues: speeding, drink/drugged driving, restraints, dangerous/careless driving and high-risk drivers
- \$868,000 for incident and emergency management, crash attendance and investigation
- \$170,000 for community engagement on road policing (including police community services and school road safety education).

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

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 annually on the site once they have been approved by the Minister of Transport.

## Regionally significant projects from 2012/13 onwards

Post 2012/13, decisions are likely to have been made on the best options for addressing safety issues affecting the SH94 Homer Tunnel, and work may start on implementing them.

# 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 NLTF (\$000)	2010/11 NLTF (\$000)	2011/12 NLTF (\$000)	Funding priority	Funding source*
<b>Environment Southland</b>												
<b>Transport planning</b>												
Regional land transport planning management				App.	001	100%	243.5	83.7	79.9	79.8		
Southland Active Transport Strategy - 2009 Update		1	LM_	Cat2	002	75%	40.0	30.0	-	-		N
Southland Integrated Transport Study - 2009/10 Update		1	MM_	Cat2	002	75%	200.0	150.0	-	-		N
<b>Gore District Council</b>												
<b>Renewal of local roads</b>												
Road renewals				App.			6,127.0	1,237.5	1,091.6	1,102.1		N
<b>Operation and maintenance of local roads</b>												
Road operations and maintenance				App.			4,122.7	745.1	787.1	820.3		N
<b>New &amp; improved infrastructure for local roads</b>												
Minor improvements 2009/12				App.	341		-	158.6	133.7	134.8		N
<b>Walking and cycling facilities</b>												
Walking and Cycling - Access and community benefits				Alloc.				8.6	8.6	8.6		
<b>Invercargill City Council</b>												
<b>Renewal of local roads</b>												
Road renewals				App.			14,256.3	2,837.3	2,853.5	2,863.0		N
<b>Operation and maintenance of local roads</b>												
Road operations and maintenance				App.			8,292.2	1,931.9	1,604.4	1,607.6		N
<b>New &amp; improved infrastructure for local roads</b>												
Tiwai Bridge - Structural Replacement		-		Com	322	85%	11,500.0	5,865.0	1,955.0	-		R
Minor improvements 2009/12				App.	341		-	381.5	317.3	313.5		N
<b>Public transport services</b>												
Bus & ferry concession fares				App.	513	50%	2,166.7	361.1	361.1	361.1		N
Bus services				App.	511	50%	2,149.4	358.2	358.2	358.2		N
Public transport facilities maintenance and operations				App.	514	60%	174.0	37.8	32.8	33.8		N
Public transport professional services/ administration				App.		50%	505.5	84.3	84.3	84.3		N
Total mobility flat payments				App.	521	100%	160.0	50.7	53.3	56.0		N
Total mobility operations				App.	517	50%	710.7	118.5	118.5	118.5		N
Gore to Mataura services		3	LLM	Reserve	511	50%	-	5.0	10.0	10.0		Res. A
Southland District Services		-	LLM	Reserve	511	50%	-	-	-	39.0		Res. A
<b>Supergold card</b>												
Supergold trip administration				App.			15.0	5.0	5.0	5.0		
Supergold trip payments				App.			200.0	60.0	70.0	70.0		
<b>Southland District Council</b>												
<b>Renewal of local roads</b>												
Road renewals				App.			43,339.6	7,736.8	7,849.6	7,816.9		N

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTIF (\$000)	2010/11 NLTIF (\$000)	2011/12 NLTIF (\$000)	Funding priority	Funding source*
<b>Operation and maintenance of local roads</b>											
Road operations and maintenance			App.			20,744.3	3,722.9	3,748.6	3,766.1		N
Stewart Island 2007 Storm Damage Repairs	-		Com	141	54%	-	621.0	-	-		N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2009/12			App.	341		-	916.8	825.6	812.2		N
Improve, expand or replace network group			Alloc.				330.0	330.0	340.0		
Stewart Island Safety Enhancement Project 07/09	-	MMH	Cat2	324	64%	1,229.0	279.0	-	507.5	Probable	R
User benefits improvements group			Alloc.				-	-	-		
<b>Demand management &amp; community programmes</b>											
Road Safety Southland and Road Safety Southland Charitable			App.	432	75%	-	320.2	-	-		N
<b>Walking and cycling facilities</b>											
Walking and Cycling - Access and community benefits			Alloc.				9.1	9.1	9.1		
Pedestrian Facilities Construction	3	LMM	Cat2	451	64%	106.3	-	-	68.0	Possible	R
<b>Transport planning</b>											
Active & Public Transport Study	-		N/F								
<b>Southland District Council SPR</b>											
<b>Operation and maintenance of local roads</b>											
Road operations and maintenance			App.			360.0	120.0	120.0	120.0		N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2009/12			App.	341		-	9.6	8.5	8.4		N
<b>Southland Highway &amp; Network Operations</b>											
<b>Renewal of state highways</b>											
Road renewals			App.			24,618.8	9,563.7	7,527.5	7,527.5		N
Scour Investigation 9/12	1		Cat2	241	100%	510.0	165.0	170.0	175.0		
<b>Operation and maintenance of state highways</b>											
Road operations and maintenance			App.			35,915.0	11,966.4	11,974.3	11,974.3		N
<b>New &amp; improved infrastructure for State highways</b>											
Southland Stock Effluent Sites			Com		100%	175.0	100.0	-	-		N
Tay Street/Racecourse Road (SH1) Intersection improvements.			Com		100%	75.0	25.0	-	-		N
Wilson's Crossing Passing Lanes			Com		100%	70.0	40.0	-	-		N
Woodlands Passing Lanes			Com		100%	65.0	65.0	-	-		N
Minor improvements 2009/12			App.	341		-	1,390.6	1,337.3	1,337.3		N
Homer Tunnel Safety Improvements	1	HMH	Cat2	322	100%	538.4	-	265.6	272.8	Probable	R
Homer Tunnel Safety Improvements	1	HMH	Cat2	322	100%	515.0	515.0	-	-	Probable	R
Edendale Realignment	1	LMM	Cat2	324	100%	179.7	20.8	158.9	-	Probable	R
Edendale Realignment		LMM	Cat2	324	100%	772.5	772.5	-	-	Probable	R
Edendale Realignment	1	LMM	Cat2	324	100%	5,814.0	-	2868.0	2,946.0	Probable	R
Improve, expand or replace network group			Alloc.				3,593.8	3,953.1	3,953.1		
Dowling rd / Mona Bush Rd Passing Lanes	1	MMH	Cat2	324	100%	1,485.0	743.0	742.0	-	Probable	R



# 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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