

National Land Transport Programme 2009-2012

Chatham Islands



NZ TRANSPORT AGENCY
WAKA KOTAHI

New Zealand Government

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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, this 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 Chatham Islands – 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.

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.

Chatham Islands – the context

An efficient, reliable and safe road network will continue to be vital to the Chatham Islands community and its fishing-, farm- and tourism-based economy in the next three years and beyond.

A large proportion of the islands' 180 kilometres of road is unsealed. However, the roads provide a critical link between the various local communities – so this NLTP aims to ensure they are maintained to an adequate standard while improving their accessibility and safety. In particular, the Owenga Wharf replacement is a high priority because of its importance to the local fishing industry and those who live on Pitt Island.

The gains from road maintenance and improvement work completed in 2008/09 will continue through a number of projects in the next three years. One of the largest involves replacing the wooden one-lane Whangatete Bridge with a modern and more reliable structure, and building safer road approaches to the bridge.

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 the Chathams Islands. 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.

This NLTP provides an investment of \$11.4 million for the Chatham Islands over the 2009/10-2011/12 period. For an overview of all projects in the Chatham Islands likely to receive funding in the next three years, see the map on page 3.

The role of the Chatham Islands Council

My thanks go to the Chatham Islands Council, which has a pivotal role in shaping the region's transport future.

One of the council's key tasks is to develop the Chatham Islands' three-year RLTP, which prioritises all the regional transport activities it and the NZTA propose.

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 the Chatham Islands' draft programme were reflected in the final programme that went to the NZTA Board, which made the ultimate funding decisions for the NLTP.

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

I look forward to working closely with the Chatham Islands Council, New Zealand Police and the community on ensuring this NLTP is implemented successfully – and planning further projects that not only meet the islands' needs but stimulate the local economy.

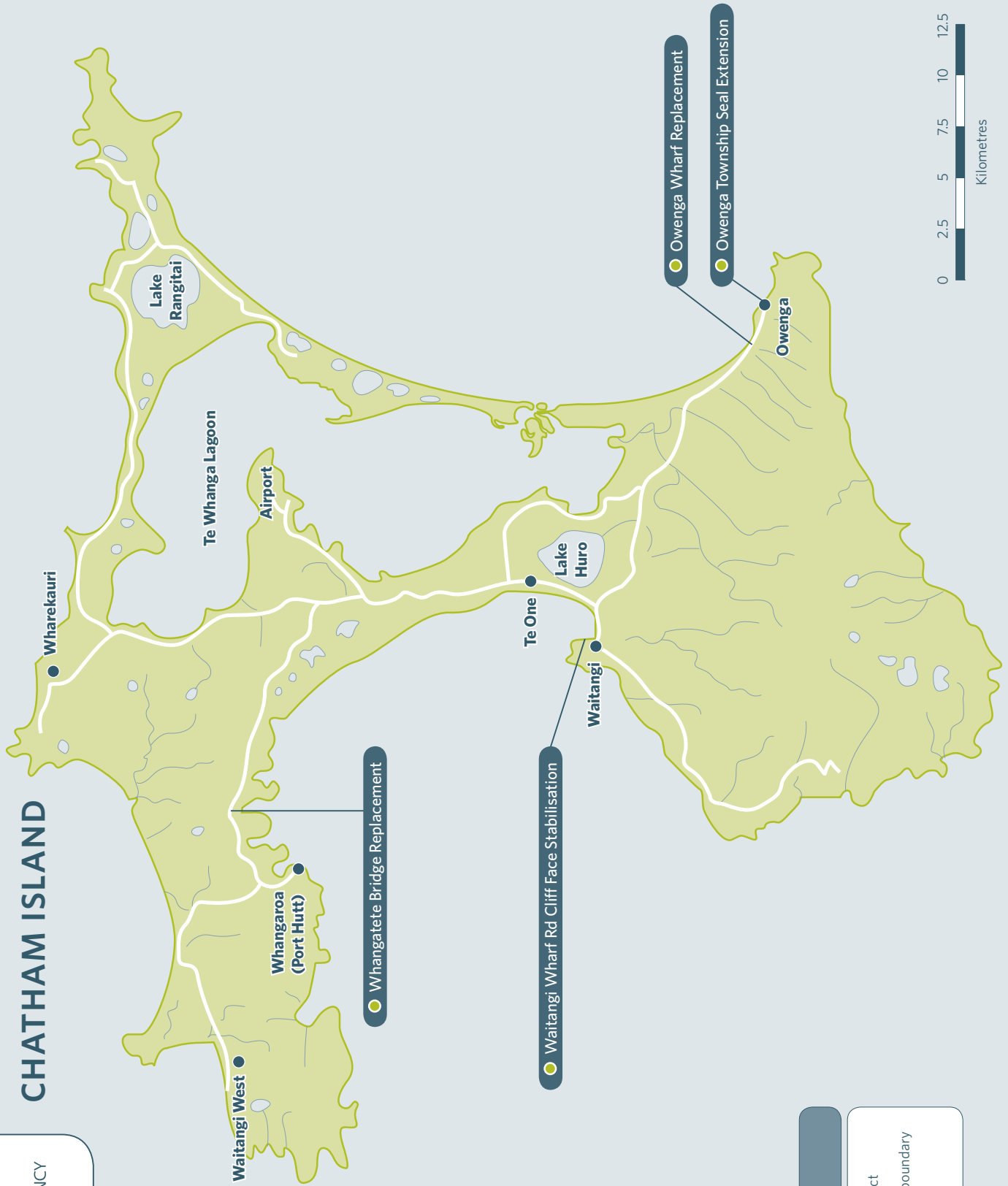


Mark Yaxley
Regional Director



NZ TRANSPORT AGENCY
WAKA KOTAHĀ

CHATHAM ISLAND



Construction

- Local authority project
- Territorial authority boundary
- Other roads

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Regional summary

Overview of the transport system

Table 1: Key statistics on the Chatham Islands (June 2007 - July 2008)

	Chatham Islands	New Zealand	Region as % of NZ
Population	612	4,268,500	0.01
Land area (km ²)	97	275,400	0.04
Imports (gross tonne) ¹	-	79.2 million	-
Exports (gross tonne) ¹	-	73.4 million	-
Gross domestic product (GDP) (\$) ¹	20 million	155,360 million	0.01
Passenger transport – bus – boardings	-	92,777,000	-
Passenger transport – rail – boardings	-	18,347,000	-
Passenger transport – ferry – boardings	-	4,695,000	-
Vehicle kilometres travelled ¹	-	40,200 million	-
Fatalities on roads ²	1	366	-
Serious injuries on roads ²	0	2553	0.07
Local roads – urban all (km)	6.4	17,298	0.04
Local roads – urban sealed (km)	5.7	16,956	0.03
Local roads – rural all (km)	172.4	65,601	0.26
Local roads – rural sealed (km)	5.3	33,698	0.02
State highways – all (km)	-	10,906	-
State highways – sealed (km)	-	10,850	-
State highways – motorway (km)	-	172	-

Note:

1 Indicative only - No statistics available for Chatham Islands.

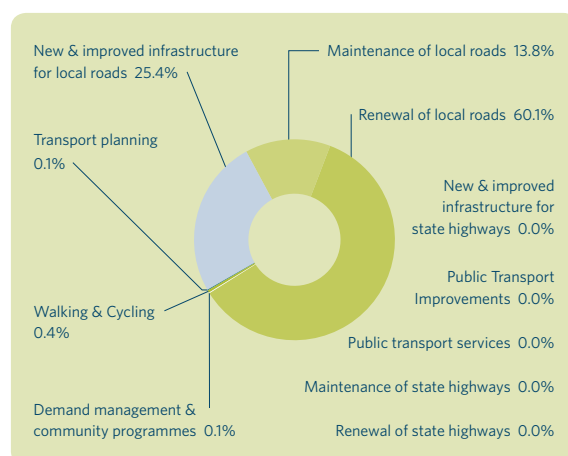
2 Safety data is for the year ending 2008.

Expected expenditure in the Chatham Islands

Table 2: Expected expenditure in the Chatham Islands

Chatham Islands	2009/12	% of total
Walking and Cycling	0.1	0.4%
Transport planning	0.0	0.1%
Public Transport Improvements	-	0.0%
New & improved infrastructure for state highways	-	0.0%
New & improved infrastructure for local roads	2.9	25.4%
Public transport services	-	0.0%
Maintenance of state highways	-	0.0%
Renewal of state highways	-	0.0%
Maintenance of local roads	1.6	13.8%
Renewal of local roads	6.9	60.1%
Demand management & community programmes	0.0	0.1%
	11.4	100%

Note: includes T funds of \$2m



Local road maintenance

Local road maintenance funding of \$8.4 million will pay for a range of projects, including road markings and signage to make roads on the islands safer and more dependable. The NZTA has approved a three-year allocation and expects the council to manage the required maintenance, operations and renewal programmes including any changes in costs within that allocation.

One key project, recently completed, involved stabilising the cliff face above the road to the Waitangi Wharf. This aims to reduce the threat of a slip blocking an important route to a facility that is essential to the islands' economy.

Local road improvements

The NLTP allocates \$2.9 million to local road improvements in the Chatham Islands. This will go towards:

- replacing and realigning the road approaches to the Whangatete Bridge on Port Hutt Road. Work is already underway and the new bridge is expected to open in 2009/10
- minor safety work to improve curves and address other safety issues.

Community activities

Road safety is one of the key priorities in this NLTP. With this in mind, the Chatham Islands Council will use funding of \$10,000 to work with the community to identify local road safety issues on the islands, then establish and implement local solutions to deal with them.

Walking and cycling

An NLTP allocation of \$51,000 to walking and cycling initiatives will be used to complete a programme of new footpaths on the Chatham Islands in 2009/10. Once the programme is finished, walking will be a safer and more attractive travel option in areas where footpaths are available.

Road policing activities

National Land Transport Fund funding for New Zealand Police road policing activities in the Chatham Islands totals \$27,000 for the 2009/10 year.

This will enable strategic policing of the 'fatal five' road safety issues: speeding, drink/drugged driving, restraints, dangerous/careless driving and high-risk drivers. It also contributes to funding of vehicles and equipment, communications, accommodation and other costs.

The detailed 2009/10 Road Policing Programme can be viewed on the NZ Police website at 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.

Significant projects from 2012/13 onwards

The major projects currently planned between 2013 and 2020 are:

- a proposed seal extension to help improve travel times and safety on the road from Te One to the airport
- replacing Gillespies Culvert on the Owenga Road
- realigning Taia Hapupu Road to the Moriori carvings.

Regional tables

Key (for tables)

FTE staff	The number of full time equivalent NZ Police staff allocated to the activity.
Phase type	The phase type of the project phase listed on this row.
S	Study
I	Investigation
D	Design
C	Construction
P	Property purchase
NLTP status	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.
Funding priority	
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.
SH	The state highway associated with the project or programme.
WC	Work category.
Profile	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.
Total phase costs \$000	The total cost of the project phase for all years, including local share subsidy.
Prev. spend \$000	The total spent to date on the phase for all years, including local share subsidy.
%FAR	The funding assistance rate applying to the phase.
NLTF	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.
Indicative funding source	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*
Chatham Islands Council											
Renewal of local roads											
Road renewals	Local Roads		App.			7,724.8	2,285.0	2,185.7	2,249.9		N
Operation and maintenance of local roads											
Road operations and maintenance	Local Roads		App.			1,772.8	507.0	515.2	520.1		N
New & improved infrastructure for local roads											
Owenga Seal Extension (T funds)	-		Com	325	97%	705.0	489.9	-	-		T
Owenga Wharf Development	-		Com	322	97%	1,660.0	1,348.3	-	-		T
Whangate Bridge Renewal (T funds)	-		Com	322	97%	473.7	362.5	-	-		T
Minor improvements 2009/12	Local Roads		App.	341		-	223.4	192.3	194.2		N
Improve, expand or replace network group	Group allocation		Alloc.				-	-	30.0		
Tia Hapupu Road Realignment	-	MMM	Cat2	324	94%	29.2	-	-	27.4	Probable	R
Demand management & community programmes											
Community Programmes 2009/12	Implementation		Cat2	432	75%	-	3.3	-	-		N
Walking and cycling facilities											
Chatham Islands Footpath Strategy	-		Com	451	92%	304.0	49.7	-	-		N
Transport planning											
Regional land transport planning management	Implementation		App.	001	100%	10.8	3.7	3.5	3.5		

Police

	2009/10 FTE staff	2009/10 Funding (\$000)
Chatham Islands		
Drinking or drugged driver control	0.1	14.9
Restraint device control	0.0	3.2
Visible road safety and general enforcement	0.1	8.5
Police community services	0.0	2.1
School road safety education	0.0	3.2

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"> coastal shipping (including transport by means of harbour ferries, or ferries or barges on rivers or lakes) and associated infrastructure the infrastructure, goods and services (including education and enforcement), the primary purpose of which is to improve public safety in relation to that transport.
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

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