

National Land Transport Programme 2009-2012

Wellington



NZ TRANSPORT AGENCY
WAKA KOTAHI

New Zealand Government

Table of contents

Introduction from the Regional Director	1
Regional maps	4
Regional summary	6
Regional tables	11
Glossary	23
Key to map abbreviations	24

NZ Transport Agency
Published August 2009

ISBN 978-0-478-34689-3 (print)
ISBN 978-0-478-34688-6 (online)
Copyright: August 2009 NZ Transport Agency

National Office
Victoria Arcade
44 Victoria Street
Private Bag 6995
Wellington 6141
New Zealand

T 64 4 894 5400
F 64 4 894 6100

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 impacts 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.

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. Inevitably there is a greater investment in some areas over others where these expectations are clearly met.

This document details the funding provided for the Wellington 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. 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.

Wellington – the context

The Wellington region's transport network faces a number of pressures, notably:

- severe congestion on key commuter and freight routes
- high demand for public transport services
- the need to ensure access to important regional destinations, including Wellington's central business district (CBD), ports, airports and hospitals.

These issues have contributed to the identification of the Wellington Northern Corridor (State Highway (SH) 1 Levin to Wellington) as one of seven roads of national significance (RoNS) in the GPS. Regularly congested and with a relatively poor safety record, the government has signalled a need for further development on this highway to improve the movement of people and freight, and to unlock economic growth potential.

When considering these regional issues and investment drivers, we have been mindful of our commitment to ensuring the NLTP represents value for money in all activities and across all regions. We've achieved this by developing a robust national prioritisation framework, taking a long-term approach to investment, and ensuring the highest priority projects have first call on available funds.

A strong commitment to value for money has also led to changes in how R (regionally distributed) funding is used. R funds come from fuel excise duty and light road user charges and are allocated proportionally to regions based on population. In the past, R funding was often used to fund lower-priority projects that would otherwise not qualify for funding.

To ensure value for money, R funds will now be used for the highest priority projects and will provide a guaranteed minimum level of funding in the Wellington region. N (nationally distributed) and C (Crown) funding will continue being used to fund the balance of the approved programme, with C funds explicitly tagged to relevant activities in the next three years.

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.

Highlights of Wellington's NLTP

This NLTP provides an investment of \$621 million for the Wellington region over the 2009-2012 period. The primary focus of the 2009-2012 NLTP is on supporting economic activity and employment, and targeting investment in ways that help New Zealand businesses to increase productivity.

In the Wellington region this approach has resulted in an NLTP with a strong focus on RoNS projects, together with a number of maintenance and renewal activities, transport planning projects and public transport improvements. This investment mix will generate productivity gains by:

- improving journey time reliability on SH1 and other key regional arterial routes
- easing severe congestion at pinch points across the network
- improving flows of people and goods on key freight and tourism routes
- improving access to Wellington's port, CBD, airport and hospital.

The Wellington Northern Corridor RoNS is scheduled to be developed in segments and will progress at different timeframes in the next 10 years. While some of the segments are made up of previously identified projects, further investigation work along the length of the RoNS is required both to reconfirm the form and timing of work and to ensure the RoNS programme can be substantially advanced by 2019.

The NLTP's investment in Wellington's public transport network has changed significantly with KiwiRail's purchase of all track-related rail infrastructure and urban rolling stock. As a result, key regional public transport funding allocations for the next three years will maintain existing services and provide 'non track-related' infrastructure upgrades on the region's rail and bus network.



Previous funding commitments also mean that key walking and cycling projects, such as the Petone to Ngauranga walking and cycling safety improvements, are likely to be completed within the NLTP's three-year term.

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

While the prioritisation process has resulted in most projects in Wellington's regional land transport programme (RLTP) being reflected in this NLTP, some are unlikely to receive funding. These include SH2 Brown Owl to Fergusson Drive safety improvements, the Camborne to Motukaraka cycleway and the Paraparaumu rail overbridge clip-on cycle lanes. These projects do not align well with national investment priorities, particularly in activity classes where funding is limited.

For demand management and community programmes, our primary investment focus for 2009/10 is on programmes that deliver on a relevant road safety strategy and achieve a change in travel behaviour that will reduce severe congestion in major urban areas. In addition, for this activity class the NZTA received significantly more funding applications than in the previous year. This, together with the funding available as specified by the GPS and our targeted investment focus for this year, means a reduction on last year's funding level.

The NZTA Board has requested a review of this activity class to provide evidence of the benefits and value for money that its programmes deliver. Accordingly funding for demand management and community programmes is approved for 2009/10 only, with the review expected to establish the funding direction for the subsequent two years.

Some projects may also attract funding when more information is known about them (particularly in terms of economic efficiency). These could include the Moroa Road (stage 1 and 2) project and Wharekauhau Road (stage 3) project in Wairarapa.

The Wellington Regional Transport Committee

Our thanks go to the Wellington Regional Transport Committee, which has a pivotal role in shaping the region's transport future.

One of the committee's key tasks is to develop Wellington's three-year RLTP, which prioritises all the regional transport activities proposed by the local authority and the NZTA (on work relating to the state highway).

Public submissions on Wellington's draft programme were reflected by the Regional Transport Committee in the final programme that went to the NZTA Board. This regional perspective enabled the NZTA Board 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.

The next three years will bring challenging times. The NZTA and approved organisations will need to actively manage their programmes to ensure we stay on target and deliver on our commitments. I look forward to working with the Wellington Regional Transport Committee and New Zealand Police to implement this NLTP and assist in the continued development of the Wellington region.

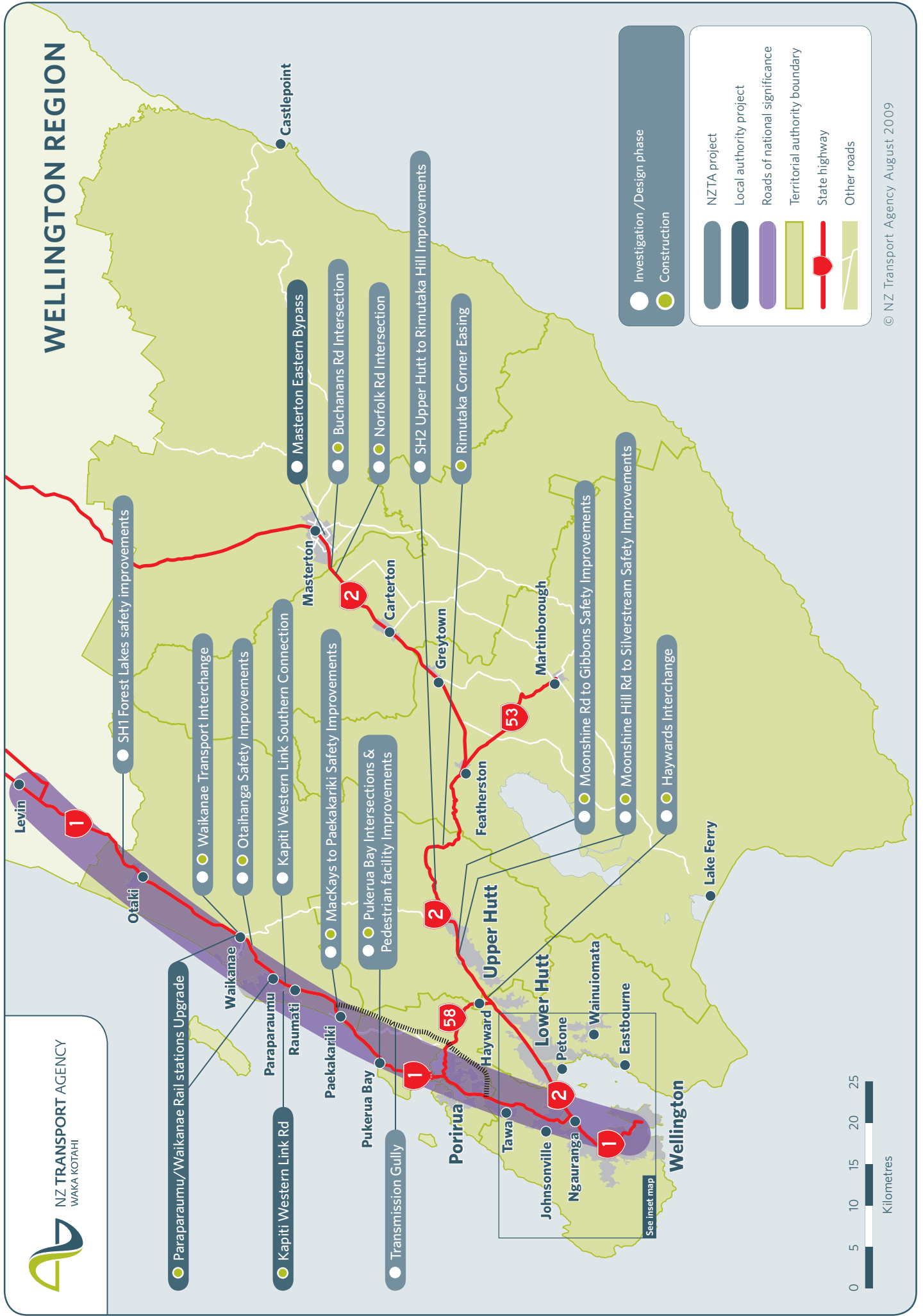


Deborah Hume
Regional Director



NZ TRANSPORT AGENCY
WAKA KOTAHĀ

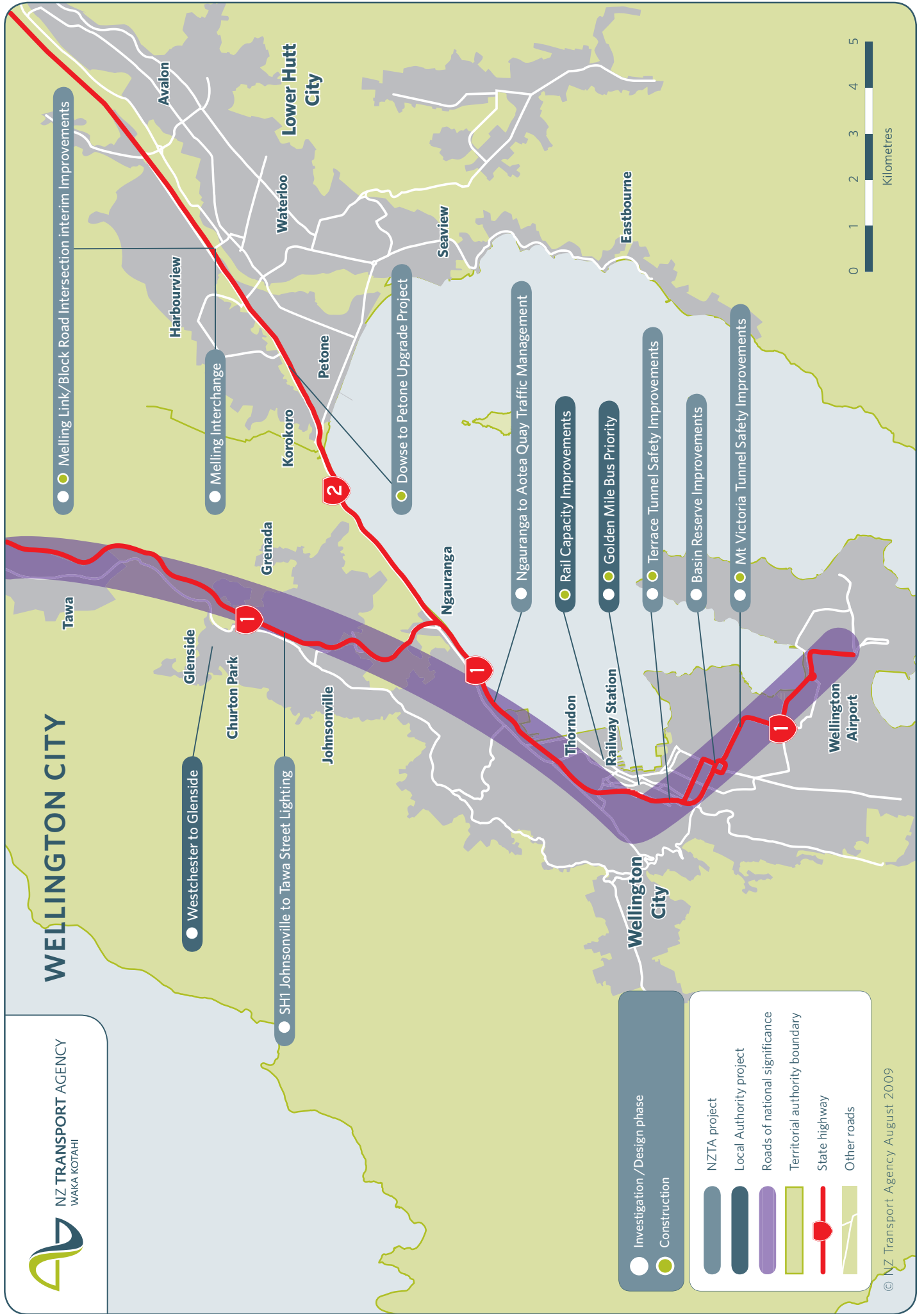
WELLINGTON REGION





NZ TRANSPORT AGENCY
WAKA KOTAHU

WELLINGTON CITY



© NZ Transport Agency August 2009

Regional summary

Overview of the Wellington regional transport system

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

	Wellington region	New Zealand	Region as % of NZ
Population	382,400	4,268,500	9
Land area (km ²)	8100	275,400	3
Imports (gross tonne) ^{1,2}	4.7 million	79.2 million	6
Exports (gross tonne) ^{1,2}	3.5 million	73.4 million	5
Gross domestic product (GDP) (\$)	19,300 million	155,400 million	12
Passenger transport – bus – boardings	22,964,400	92,777,200	25
Passenger transport – rail – boardings	11,552,500	18,346,600	63
Passenger transport – ferry – boardings ³	177,100	4,695,000	4
Vehicle kilometres travelled	3600 million	40,200 million	9
Fatalities ⁴	21	366	6
Serious injuries ⁴	228	2553	9
Local roads – urban all (km)	1849	17,298	11
Local roads – urban sealed (km)	1846	16,956	11
Local roads – rural all (km)	2059	65,601	3
Local roads – rural sealed (km)	1333	33,698	4
State highways – all (km)	235	10,906	2
State highways – sealed (km)	235	10,850	2
State highways – motorway (km)	19	172	11

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 Ferry boardings relate only to journeys within Wellington ie Eastbourne – Wellington Service.
- 4 Safety data is for the year ending 2008.

Investment priorities

Given the GPS's requirement that the NZTA focus on activities that make the greatest contribution to New Zealand's economic growth and productivity, this NLTP prioritises activities that make the most significant contribution to one or more of:

- RoNS and local roads critical to RoNS
- key freight and tourism routes
- key urban arterials
- public transport initiatives to ease severe congestion
- 'model' urban walking and cycling communities¹
- making better use of the existing transport infrastructure
- optimising the existing capacity of, and service levels on, highly trafficked roads.

In all its investments, the NZTA maintains its longstanding focus on activities that make a significant contribution to one or more of:

- improving safety

¹ Model communities aim to reduce congestion by providing user-friendly environments for walking and cycling.

- relieving severe urban congestion
- improving journey reliability and/or capacity on key routes
- network security and resilience on key routes
- completing key walking and cycling links to reduce congestion
- providing transport choice in large urban areas
- better public transport network and interchange capacity in large urban areas
- managing adverse environmental impacts from land transport
- public health outcomes
- long-term, integrated and coordinated planning.

It's important to note that safety, particularly reducing the number of deaths and serious injuries as a result of road crashes, has always been and remains a core NZTA priority.

For more information on NZTA investment priorities and assessment criteria refer to the national NLTP document which can be found on NZTA website at www.nzta.govt.nz.



Construction of Dowse Interchange on State Highway 2 in Lower Hutt.

Roads of National Significance – SH1 Wellington Northern Corridor

This NLTP includes a new government initiative: a programme for seven roads of national significance (RoNS), including the Wellington Northern Corridor, which extends along SH1 from Levin to Wellington Airport.

The government has asked the NZTA to substantially advance all seven RoNS in the next 10 years to improve New Zealand's productivity and economic growth – and through the GPS, has allocated \$10.7 billion to develop state highway infrastructure in support of the RoNS and other projects.

In Wellington, the entire length of SH1 between Levin and Wellington Airport has been identified as a RoNS because of the need to provide a quality link to service Wellington, the Kapiti Coast, Levin, Palmerston North and the wider lower North Island. Currently this route is regularly congested and has a relatively poor safety record, which inhibits the flows of people and freight and restricts economic growth.

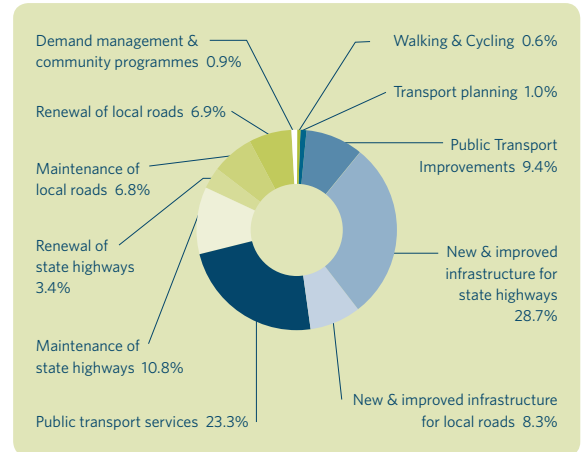
The Wellington RoNS development will be scheduled in segments and progressed with different timeframes in the next 10 years. In the 2009–2012 NLTP most of the RoNS improvement programme will focus on detailed investigations into key projects that will improve efficiency and reduce congestion on SH1. This will enable construction phases to be appropriately staged, and ensure most improvements can be completed within 10 years.

To ensure the full benefits of the RoNS are realised, the NZTA will work closely with local authorities and other agencies to integrate the programme with local road improvements and other transport connections.

Expected expenditure in Wellington

Table 2: Expected expenditure in Wellington

Wellington	2009/12	% of total
Walking and cycling	3.5	0.6%
Transport planning	6.0	1.0%
Public transport Improvements	58.1	9.4%
New & improved infrastructure for state highways	178.2	28.7%
New & improved infrastructure for local roads	51.3	8.3%
Public transport services	144.5	23.3%
Maintenance of state highways	67.3	10.8%
Renewal of state highways	21.3	3.4%
Maintenance of local roads	42.5	6.8%
Renewal of local roads	42.9	6.9%
Demand management & community programmes	5.5	0.9%
	621.0	100%



Note: includes R funds of \$70m, C funds of \$78m

State highway operations, maintenance and renewals

Maintenance, operations and renewal activities on the region's state highway network are critical in maintaining its value and enabling the continued movement of people and freight to support economic growth.

The NLTP allocates approximately \$88 million in the next three years to state highway maintenance and renewals in the Wellington region. Key activities will include:

- expanding the Wellington Traffic Operations Centre to a 24/7 service, and providing an improved closed-circuit television service, variable message signs and road weather information systems. These improvements will provide road users with better information on road conditions and improve response times for maintenance and emergency services
- upgrading street lighting at sites with a history of night-time crashes, to improve safety and network availability for road users
- accelerating a programme to upgrade road markings across the network to a higher standard, including audio-tactile profile markings (rumble strips)
- reconstructing retaining walls at Pukerua Bay and Ngauranga Gorge to improve route security.

State highway improvements

This NLTP includes an allocation of approximately \$178 million in the next three years for state highway improvement projects in the Wellington region. The programme for SH1 is dominated by detailed investigations to determine the exact timing and scope of necessary improvements on the SH1 RoNS. Regional economic benefits and safety improvements are also anticipated from the scheduled programme of works across the balance of the network.

Key improvement projects on the state highway network are likely to include:

- SH1 RoNS: investigating a number of key projects on the Levin to Wellington Airport route
- completing the Muldoon's Corner easing on Rimutaka Hill to improve safety by straightening several tight curves and widening the road
- removing traffic lights at the intersection of SH2 and SH58 and replacing them with a grade-separated interchange, which aims to improve traffic flow and reduce crashes
- undertaking investigations to identify safety improvements to the Melling Interchange on SH2, which has a poor crash history.

Local road operations, maintenance and renewals

Local road operations, maintenance and renewals continue to be a high priority in the Wellington region. These activities are critical to ensure acceptable service levels and to maintain the value of historic investments in the roading asset. Investment in key urban arterials will also be particularly important to the region's continued economic growth.

The NLTP allocates approximately \$85 million in the next three years to local road operations, maintenance and renewal activities in the Wellington region. The NZTA expects organisations to manage their operations, maintenance and renewal activities including any changes in costs within their approved allocation. Key activities will include network and asset management, and maintaining pavements, structures and cycle paths.

Local road improvements

The NLTP allocates approximately \$51 million in the next three years to local road improvement projects in the Wellington region.

It gives priority to local road improvements that enable the full benefits of RoNS to be realised. These include an allocation to the Western Link Road in Kapiti; however, the scope of this project is likely to be influenced by detailed investigation works on the SH1 RoNS (scheduled for completion in the term of this NLTP).

Other key local road improvement projects are likely to include:

- Arawhata Road/Kapiti Road intersection improvements
- route security improvements, including bridge replacements at Akatarawa Road (Upper Hutt), Airlie Road (Porirua) and Burlings Bridge (south Wairarapa).

Public transport

The government's decision to fund track-related rail infrastructure and urban rail rolling stock outside the NLTP from 1 July 2009 (it is now in KiwiRail ownership) does not alter the importance of the region's passenger transport networks in relieving congestion and improving journey time reliability across the region.

In the 2009–2012 NLTP major investment in the region's public transport network has been allocated to new rail infrastructure and supporting operational funding. This investment includes additional funding to support the running costs associated with an expanded rail rolling stock fleet and committed funding for a station upgrade programme, including \$15 million for improved facilities at Waikanae and Paraparaumu. Provisional funding allocations have also been made for additional bus services in and around Wellington. This is subject to further analysis to determine both the scope of services required and compliance with detailed funding eligibility criteria.

While there has been a significant increase in funding for public transport services nationally in the 2009–12 NLTP, a key 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 the region as part of this process. The block funding approach to the public transport programme will also provide the region with the flexibility to reassign funding to cover variability in the delivery of programme activities, provided total expenditure stays within the overall allocation.

Road policing programme

NLTP funding for New Zealand Police road policing activities in the Wellington region totals approximately \$25 million for 2009/10.

This includes:

- \$19 million for strategic policing of the 'fatal five' road safety issues: speeding, drink-driving, restraints, dangerous or careless driving and high-risk drivers
- approximately \$4 million for incident and emergency management, including crash attendance and investigation, and traffic management
- \$155,000 for road policing resolutions, which include sanctions, prosecutions and court orders
- \$950,000 for community engagement in road policing.

The detailed 2009/10 Road Policing Programme can be viewed on the New Zealand Police website at www.police.govt.nz/service/road/, and 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.

Other activity classes

NLTP allocations for other activity classes include approximately \$3.5 million for walking and cycling improvements and approximately \$5.5 million for demand management and community programmes. The NZTA Board has requested a review of the demand management and community programmes activity class to provide evidence of the benefits and value for money that its programmes deliver. Accordingly, funding for the programmes is approved for 2009/10 only, with the review expected to establish the funding direction for the subsequent two years.

The NLTP also allocates approximately \$6 million for transport planning activities. These activities are likely to include upgrading the Wellington region strategic transport model, which will help in predicting future pressures on the transport network, provide better estimates of scheme impacts and give a better understanding of historic transport trends. It is also likely to include the Wellington to Airport Public Transport Feasibility Study, which will investigate a high-quality public transport spine, including light rail, between Wellington railway station and Wellington Airport via Newtown. The study is one of the results of the approved Ngauranga to Airport Corridor Plan, which will provide a long-term development plan for Wellington city's public transport spine.

Regionally significant projects from 2012/13 onwards

Post 2012/13, regionally significant projects in the Wellington region could include:

- improvements to the SH1 Wellington Northern Corridor road of national significance
- SH2 Kennedy Good Interchange
- Grenada-Gracefield western
- ongoing upgrades on the SH2 Rimutaka Hill Road (ongoing upgrades).

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	

Carterton District Council		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*
Renewal of local roads		Local Roads			App.			4,247.0	722.7	724.5	761.2		N
Operation and maintenance of local roads		Local Roads			App.			3,559.3	618.6	620.5	635.2		N
New & improved infrastructure for local roads		Local Roads			App.	341	-	107.3	95.7	97.9			N
Minor improvements 2009/12					Alloc.								
User benefits improvements group		Group allocation			Reserve	325	62%	100.0	-	62.0	-	Res. A	
Short St S/E		Construction	-	LMM	Reserve	325	62%	167.0	-	-	103.5	Res. A	
Parkers Rd SE		Construction	-	LMM	Reserve	325	62%	167.0	-	-	103.5	Res. A	
Transport planning		Study	2	MMM	Cat2	003	75%	15.0	11.3	-	-		N
Procurement Strategy													
Greater Wellington													
Public transport infrastructure													
Real Time Passenger Information System		Construction	-1		Com	531	80%	10,850.0	3,880.0	3,560.0	1,160.0		R & C1
Stations - Kapiti Stations Upgrade and Modifications		Construction	-1		Com	531	90%	15,000.0	2,187.0	2,700.0	-		C2
Stations - Platform, Buildings, Carparks and Security		Construction	-1		Com	532	90%	13,000.0	1,292.9	720.0	-		N & C1
Stations - Platform, Buildings, Carparks and Security		Design	-1		Com	532	90%	424.0	5.7	-	-		N & C1
Regional Rail Plan - Passenger Rail Improvements		Construction	33	HHL	Cat2	531	60%	177,786.5	-	-	6,813.9	Probable	N/C1/C2
Electronic Ticketing		Construction	315	MMM	Cat2	531	60%	15,063.3	-	-	190.8	Probable	N/C1
Electronic Ticketing		Investigation	2	MMM	Cat2	531	60%	731.5	-	216.3	222.6	Probable	N/C1
Urban transport choice, network improvements & safety		Group allocation			Alloc.			175.0	175.0	170.0	200.0		
PT group													
Public Transport asset maintenance and renewals >\$20k		Construction	-	MMM	Cat2	531	60%	288.1	172.9	-	-	Probable	R/N
Public Transport asset maintenance and renewals >\$20k		Construction	-	MMM	Cat2	531	60%	2,457.7	-	166.8	199.9	Probable	R/N
Public transport services													
Bus & ferry concession fares		Operations			App.	513	50%	3,583.5	578.5	597.0	616.2		N
Bus services		Operations			App.	511	50%	123,748.4	20,624.7	20,624.7	20,624.7		N
Passenger ferry services		Operations			App.	512	50%	856.2	142.7	142.7	142.7		N
Passenger rail services		Operations			App.	515	60%	94,710.2	14,956.9	18,501.7	23,367.6		N
Public transport facilities maintenance and operations		Operations			App.	514	60%	11,150.9	2,413.9	2,078.5	2,198.1		N
Public transport professional services/ administration		Operations			App.	514	50%	25,469.3	4,214.0	4,214.8	4,305.8		N
Total mobility flat payments		Operations			App.	521	100%	561.0	187.0	187.0	187.0		N
Total mobility operations		Operations			App.	517	50%	5,710.1	977.6	938.7	938.7		N
Wheelchair hoists		Operations			App.	519	60%	142.1	27.6	28.4	29.3		N
Bus Service Improvements		Implementation	311	MMM	Cat2	511	50%	-	-	-	1,068.4	Possible	N
Demand management & community programmes													
Travel Behaviour Change Programme		Implementation			Com	432	75%	-	976.7	-	-		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*
Travel Behaviour Change Programme (Outyears)		Implementation	Cat2	432	75%	-	-	-	-		N
Transport planning											
Wgtn-Public Transport Model Development	-1	Study	Com	002	75%	160.0	120.0	-	-		N
Regional land transport planning management		Implementation	App.	001	100%	993.8	341.7	326.2	325.9		
Wgtn-Airport PT Feasibility Study	2	Study	Cat2	002	75%	1,000.0	-	-	562.5		N
Wgtn-Strategic Transport Model Upgrade	2	Study	Cat2	002	75%	1,820.9	-	755.5	453.1		N
Supergold card											
Supergold trip administration		Implementation	App.			90.0	30.0	30.0	30.0		
Supergold trip payments		Implementation	App.			11,880.0	4,000.0	3,940.0	3,940.0		
Hutt City Council											
Renewal of local roads											
Road renewals		Local Roads	App.			21,189.0	3,295.6	3,295.6	3,367.6		N
Operation and maintenance of local roads											
Road operations and maintenance		Local Roads	App.			18,039.1	2,812.5	2,838.5	2,838.5		N
New & improved infrastructure for local roads											
Ngauranga Triangle (Grenada to Gracefield) Strategic Study	-1	Investigation	Com	311	75%	250.0	112.5	-	-		N
Minor improvements 2009/12		Local Roads	App.	341		-	488.7	436.6	435.2		N
Improve, expand or replace network group		Group allocation	Alloc.				150.0	150.0	200.0		R
Smoothing 2009-10	-	Construction	Cat2	324	57%	342.0	194.9	-	-	Probable	
Smoothing 2010-11	-	Construction	Cat2	324	57%	342.0	-	194.9	-	Probable	R
Smoothing 2011-12	-	Construction	Cat2	324	57%	342.0	-	-	194.9	Probable	R
Cuba Street Bridge	-	Construction	Reserve	322	57%	500.0	-	-	285.0	Res. A	
Demand management & community programmes											
Hutt City Community Focused Activities 09/12		Implementation	App.	432	75%	-	64.1	-	-		N
Walking and cycling facilities											
Walking and Cycling - Key safety and congestion		Group allocation	Alloc.				109.9	109.9	109.9		
Walking and Cycling - Access and community benefits (New) Wainuiomata Hill Road Shared Path	2	Group allocation	Alloc.				-	-	-		
Construction		Construction	Reserve	452	57%	800.0	-	-	456.0	Res. A	
Transport planning											
FWD Surveys	2	Study	App.	003	57%	20.0	11.4	-	-		N
Network Efficiency Study	2	Study	App.	003	57%	40.0	22.8	-	-		N
Asset Revaluation	2	Study	Cat2	003	57%	90.0	-	-	17.1		N
d/TIMS Modeling	2	Study	Cat2	003	57%	126.0	3.4	3.4	14.8		N
Kapiti Coast District Council											
Renewal of local roads											
Road renewals		Local Roads	App.			6,955.4	1,135.6	921.7	933.5		N

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*
Preventative Mtce - Raumati 5th Coastal Erosion	-		Com	241	43%	80.0	3.9	-	-		
Preventative Mtce - Paekakariki Coastal Erosion	-		Cat2	241	43%	1,540.0	60.2	60.2	60.2		
Operation and maintenance of local roads											
Road operations and maintenance			App.			6,773.7	972.2	979.0	989.4		N
New & improved infrastructure for local roads											
Western Link Road	31		Com	323	48%	1,649.0	48.0	-	-		N
Western Link Road ALP	31		Com	333	90%	29,900.0	13,510.4	-	-		R & CI
Minor improvements 2009/12			App.	341		-	168.6	135.3	134.8		N
Western Link Road ALP, Ihakara Street Ext. connection to WLR Stage 1	31	HML	Cat2*	333	53%	1,200.0	-	-	636.0	Probable	N/C2
Western Link Road ALP, Stage 3	35	HML	Cat2*	333	53%	5,000.0	530.0	2,120.0	-	Probable	N
Western Link Road Construction - Ihakara Street link to the WLR	31	HML	Cat2*	323	90%	9,100.0	-	-	8,190.0	Possible	R/N
Western Link Road Construction Stage 1	31	HML	Cat2*	323	90%	80,000.0	14,400.0	14,400.0	14,400.0	Probable	N/C2
Western Link Road Construction Stage 1 Pre - Construction	31	HML	Cat2*	323	90%	5,000.0	360.0	90.0	-	Probable	N/C2
Western Link Road Construction Stage 3	35	HML	Cat2*	323	53%	26,000.0	-	4,558.0	4,611.0	Possible	R/N
Western Link Road, Ihakara Street Connection to WLR Stage 1	31	HML	Cat2*	323	53%	3,000.0	-	159.0	-	Possible	R/N
Western Link Road, Ihakara Street extension connection to WLR Stage 1	2	HML	Cat2*	323	53%	2,000.0	53.0	53.0	-	Possible	R/N
Western Link Road, Stage 3	35	HML	Cat2*	323	53%	2,000.0	-	530.0	530.0	Possible	R/N
Western Link Road, Stage 3	2	HML	Cat2*	323	53%	1,000.0	265.0	265.0	-	Possible	R/N
Improve, expand or replace network group			Alloc.				350.0	550.0	350.0		
Arawhata Road / Kapiti Road	-	MMH	Cat2	324	53%	50.0	-	26.5	-	Probable	R
Arawhata Road / Kapiti Road	-	MMH	Cat2	324	53%	600.0	-	-	291.5	Probable	R
Kapiti/Rimu Intersection	-	MMM	Cat2	324	53%	1,300.0	344.5	344.5	-	Possible	R/N
Matatua Stream Bridge	-	MMM	Cat2	322	53%	2,200.0	1,166.0	-	-	Possible	R/N
KCDC Strategic Advanced Land Purchase	-	MMM	Cat2	333	53%	492.0	85.3	86.9	88.5	Possible	R/N
Demand management & community programmes			App.	432	75%	-	142.6	-	-		N
Community Programmes - KCDC											
Walking and cycling facilities											
Cycleway Construction	-1		Com	452	53%	368.5	2.7	-	-		N
Walking and Cycling - Key safety and congestion			Alloc.				146.9	146.9	146.9		
Cycleway Facility	2	MMM	Cat2	452	53%	1,386.0	510.9	111.3	112.4	Possible	R/N
Transport planning											
Activity Management Plan Review	2	ML_	Cat2	003	53%	652.0	125.1	93.8	126.7		N
Crash Reduction Study	2	MM_	Cat2	002	75%	34.0	-	25.5	-		N
Procurement Strategy Development	2	MM_	Cat2	003	75%	30.0	22.5	-	-		N
Strategy Studies	-		N/F								

* To be reviewed as part of Wellington RONS

Masterton District Council		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*
Renewal of local roads		Local Roads			App.			11,137.9	2,059.6	2,020.5	2,045.8		N
Operation and maintenance of local roads		Local Roads			App.			6,909.7	1,265.5	1,286.8	1,289.9		N
E/works 08/09		Construction	-		Com	141	55%	-	165.0	-	-		N
New & improved infrastructure for local roads		Local Roads			App.	341		-	266.0	235.4	233.9		N
Minor improvements 2009/12		Group allocation			Alloc.				-	200.0	150.0		R/N
Improve, expand or replace network group		Construction	-	MMM	Cat2	322	65%	370.0	240.5	-	-	Possible	R/N
Manawa No3 Bridge		Design	318	MMM	Cat2	324	65%	300.0	-	-	195.0	Possible	R/N
Demand management & community programmes		Implementation			App.	432	75%	-	109.6	-	-		N
Wairarapa Road Safety 09/12													
Transport planning		Study	2	MM_	Cat2	002	75%	70.0	52.5	-	-		N
Forestry Roading Study		Study	2	ML_	Cat2	003	65%	400.0	26.0	26.0	26.0		N
Masterton AMP Updates and Improvements		Study	2	MM_	Cat2	002	75%	40.0	-	-	15.0		N
Masterton Crash Reduction Study		Study			N/F								
Masterton Cycle & Pedestrian Strategy & Implementation Plans													
Porirua City Council													
Renewal of local roads		Local Roads			App.			3,362.7	479.4	497.3	502.9		N
Road renewals		Construction	-		Com	241	44%	263.0	115.7	-	-		
Preventive Maint - Paekakriki Hill Road		Construction	-		Cat2	241	44%	500.0	132.0	44.0	44.0		
PREVENTATIVE MAINTENANCE 2009-2012		Local Roads			App.			6,222.1	907.1	923.4	932.5		N
Operation and maintenance of local roads		Local Roads			App.								
Road operations and maintenance		Local Roads			App.	341		-	110.9	101.1	100.7		N
New & improved infrastructure for local roads		Group allocation			Alloc.				-	50.0	200.0		R/N
Minor improvements 2009/12		Construction	-	MMM	Cat2	322	54%	1,095.0	54.0	537.3	-	Possible	R/N
Improve, expand or replace network group		Implementation			App.	432	75%	-	131.3	-	-		N
Airlie Road's Bridge - Renewal													
Demand management & community programmes		Implementation			App.	432	75%	-	131.3	-	-		N
Community Programmes 2009/12													
Walking and cycling facilities		Construction	-		Com	452	54%	175.0	35.3	-	-		N
Pautahanui - Camborne Cycleway Walkway		Group allocation			Alloc.				-	-	-		
Walking and Cycling - Access and community benefits		Construction	2	LMM	Reserve	452	54%	500.0	-	270.0	-	Res. A	
Camborne to Motukaraka Point Cycleway													

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*
Transport planning											
Transportation Study	-		Com	002	54%	105.0	21.6	-	-		N
Transport Planning 2009/2012	2	MM_	Cat2	002	75%	120.0	30.0	30.0	30.0		N
South Wairarapa District Council											
Renewal of local roads											
Road renewals			App.			3,582.8	579.7	586.7	589.2		N
Operation and maintenance of local roads											
Road operations and maintenance			App.			5,951.4	956.9	975.4	990.0		N
New & improved infrastructure for local roads											
Minor improvements 2009/12			App.	341		-	122.9	111.2	110.7		N
Improve, expand or replace network group			Alloc.				-	-	230.0		
Burlings Bridge Replacement - Western Lake Road		MMH	Cat2	322	59%	400.0	-	-	236.0	Probable	R
User benefits improvements group			Alloc.				-	-	-		
Wharekauhau Road (Stage 3)		LMH	Reserve	325	59%	300.0	177.0	-	-	Res. A	
Moroa Road (Stage 1)		LMH	Reserve	325	59%	300.0	-	177.0	-	Res. A	
Moroa Road (Stage 2)		LMH	Reserve	325	59%	300.0	-	-	177.0	Res. A	
South Wairarapa District Council SPR											
Renewal of local roads											
Road renewals			App.			841.0	265.0	280.0	296.0		N
Operation and maintenance of local roads											
Road operations and maintenance			App.			1,212.0	385.0	402.0	425.0		N
New & improved infrastructure for local roads											
Minor improvements 2009/12			App.	341		-	52.0	48.5	50.6		N
Upper Hutt City Council											
Renewal of local roads											
Road renewals			App.			4,642.2	713.9	685.0	690.1		N
Operation and maintenance of local roads			App.			6,024.9	914.5	917.8	928.9		N
New & improved infrastructure for local roads											
Minor improvements 2009/12			App.	341		-	130.3	114.1	113.5		N
Improve, expand or replace network group			Alloc.				50.0	400.0	300.0	Possible	R/N
SH2/Gibbons Street to CBD Network Upgrade		MMM	Cat2	324	55%	30.9	-	17.0	-	Possible	R/N
Akatarawa Road Safety Upgrade		MMM	Cat2	324	55%	885.2	-	308.1	-	Possible	R/N
Alexander Road Streetlight Installation		MMM	Cat2	324	55%	128.7	-	-	70.8	Possible	R/N
Totara Park Bridge		MMM	Cat2	322	55%	329.2	-	181.1	-	Possible	R/N
Akatarawa Bridge Replacement		MMM	Cat2	322	55%	1,000.0	550.0	-	-	Possible	R/N
Akatarawa Road Bridge Replacement B1/4		MMM	Cat2	322	55%	1,055.3	-	-	580.4	Possible	R/N

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*
Demand management & community programmes												
Community Road Safety Programme 2009/2012			Implementation	App.	432	75%	-	68.8	-	-		N
Walking and cycling facilities												
Walking and Cycling - Key safety and congestion Pedestrian Improvements		2	MMM	Alloc.	451	55%	710	54.9	54.9	54.9		R/N
SH2/Hutt River Trail Extension		2	MMM	Cat2	452	55%	641.6	-	-	352.9		R/N
Transport planning												
SH2/Gibbons Street to CBD Scenario Modelling		2	MM_	Cat2	002	75%	154.3	-	115.7	-		N
Walking and Cycling Strategy		2	MM_	Cat2	002	75%	94.7	-	71.0	-		N
Wellington City Council												
Renewal of local roads												
Road renewals				App.			33,709.2	4,597.1	4,836.4	5,061.5		N
Preventative Maintenance		-		Cat2	241	43%	4,527.0	731.0	607.2	608.5		N
Road Risk Mitigation		-		Cat2	241	53%	1,452.0	-	384.8	384.8		N
Road Risk Mitigation		-		Cat2	241	53%	100.0	26.5	26.5	-		N
Operation and maintenance of local roads												
Road operations and maintenance				App.			34,186.1	4,914.3	4,914.3	4,914.3		N
New & improved infrastructure for local roads												
Ngāio Gorge Road Risk Mitigation		-		Com	322	53%	2,640.0	159.0	356.6	-		N
Ngāio Gorge Road Risk Mitigation		-		Com	322	53%	850.0	291.5	-	-		N
Ngauranga Triangle (Grenada to Gracefield) Strategic Study		-1		Com	311	75%	250.0	112.5	-	-		N
Safer Roads 08/09		-		Com	324	53%	850.0	212.0	-	-		N
Minor improvements 2009/12				App.	341		-	760.9	694.1	699.5		N
Westchester To Glenside		317	MMM	Cat2	323	53%	8,000.0	-	-	2,120.0		R/N
Improve, expand or replace network group				Alloc.				750.0	900.0	900.0		R
SaferRoads Berhampore		-	MMH	Cat2	324	53%	1,000.0	530.0	-	-		R/N
Pavement Smoothing 2009 - 2012		-	MMM	Cat2	324	53%	3,780.0	667.8	667.8	667.8		R/N
SaferRoads Te Aro		-	MMM	Cat2	324	53%	3,000.0	-	530.0	530.0		R/N
Advance Fees		-	MMM	Cat2	324	53%	600.0	106.0	106.0	106.0		R/N
Public transport infrastructure												
Bus Priority		-1		Com	533	53%	10,645.0	1,232.3	853.3	768.5		N
Demand management & community programmes												
Community Activities 09/12			Implementation	App.	432	75%	-	269.9	-	-		N
Walking and cycling facilities												
Walking and Cycling - Key safety and congestion		2	MML	Alloc.	452	53%	2,400.0	508.8	508.8	508.8		Res. A
Cycle facilities		2	MML	Reserve	451	53%	2,400.0	424.0	424.0	424.0		Res. A
Pedestrian Facilities		2	MML	Reserve	451	53%	2,400.0	424.0	424.0	424.0		Res. A

Wellington Highway & Network Operations											
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*
Renewal of state highways											
Road renewals			App.			20,537.7	6,908.5	6,814.6	6,814.6		N
Preventive Maintenance 9/12	1		Cat2	241	100%	323.4	96.8	113.3	113.3		
Scour Investigation 9/12	2		Cat2	241	100%	183.0	59.0	61.0	63.0		
Operation and maintenance of state highways											
Road operations and maintenance			App.			64,508.5	21,493.3	21,507.6	21,507.6		N
New & improved infrastructure for State highways											
Basin Reserve Improvements	32		Com	323	100%	2,600.0	1,301.8	1,298.2	-		N
Dowse to Petone I/C	-1		Com	324	100%	82,486.8	9,559.7	-	-		N
Dowse to Petone I/C			Com	323	100%	385.0	85.4	299.6	-		N
Melling I/C	34		Com	323	100%	3,100.0	1,198.9	1,901.1	-		N
Mt Victoria Tunnel - Safety Improvements	38		Com	322	100%	3,700.0	2,060.9	1,639.1	-		N
Rimutaka Corner Easing (Muldoon's)	-1		Com	324	100%	16,500.0	3,703.5	5,103.6	5,155.2		R
Rimutaka Corner Easing (Muldoon's)	-		Com	324	100%	723.0	52.5	-	-		R
SH2 Moonshine Hill Rd - Silverstream Safety Improvements	37		Com	324	100%	252.4	252.4	-	-		N
SH2/58 Grade Separation	310		Com	324	100%	1,500.0	1,500.0	-	-		R
Terrace Tunnel - Safety Improvements	39		Com	322	100%	3,600.0	-	2,157.5	-		N
Transmission Gully Investigation	-1		Com	323	100%	4,246.4	2,126.1	2,120.3	-		N
Transmission Gully Investigation	-1		Com*	331	100%	40,393.4	5,329.6	5,494.8	11,736.5		N
Carterton Roundabouts SH2 - Park Road / Belvedere Road			Com		100%	220.0	32.5	-	-		R
Johnsonville to Tawa lighting			Com		100%	85.0	40.0	-	-		N
Mackays Crossing to Centennial Highway Safety Improvements			Com		100%	282.1	7.7	-	-		N
Moonshine Intersections Improvements			Com		100%	5,502.9	181.0	-	-		N
Ngauranga to Terrace Tunnel ATMS			Com		100%	4,397.7	500.0	-	-		N
Otaihanga to Waikanae Safety Improvements			Com		100%	175.1	24.9	-	-		N
Otaki Roundabout			Com		100%	802.9	23.5	-	-		N
Petone to Ngauranga ATMS			Com		100%	3,900.0	1,000.0	700.0	-		N
SH1 Otaki to Waikanae SB PL			Com		100%	4,326.7	2,166.3	-	-		N
SH2 Moonshine Hill Rd - Silverstream Safety Improvements			Com		100%	184.9	20.0	-	-		N
Waikanae Transport Interchange			Com		100%	900.0	400.0	-	-		N
Wellington Region Variable Message Signs			Com		100%	3,900.0	1,500.0	500.0	-		N
Minor improvements 2009/12			App.	341		-	1,834.4	1,942.2	1,942.2		N
SH2 Moonshine Hill Rd - Silverstream Safety Improvements	37	MMM	App.	331	100%	43.3	43.3	-	-	Probable	R/N
Melling I/C	34	MMH	Cat2	323	100%	4,214.5	-	-	2,080.4	Probable	R
Basin Reserve Improvements	32	HML	Cat2	324	100%	2,218.1	-	-	1,097.2	Probable	R/N
Basin Reserve Improvements	32	HML	Cat2	331	100%	1,109.5	-	265.4	274.1	Probable	R/N
Kapiti Western Link Southern Connection	35	HML	Cat2	323	100%	1,663.7	-	-	817.7	Probable	C2
Kapiti Western Link Southern Connection	2	HML	Cat2	323	100%	1,045.4	515.7	529.7	-	Probable	C2

* Prior commitment - to be reviewed as part of Wellington RONS

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*
Property	35	HML	Cat2	331	100%	6,862.8	-	1,051.1	1,098.1	Probable	C2
Levin to Airport Road of National Significance Development											
Investigation	2	HML	Cat2	324	100%	10,000.0	3,000.0	4,000.0	3,000.0	Probable	R/N
Property	2	HML	Cat2	323	100%	9,671.0	-	4,730.0	4,941.0	Probable	R/N
Levin to Airport Road of National Significance Development											
Construction	36	HML	Cat2	324	100%	6,453.7	-	2,657.3	3,796.4	Probable	R/N
Mackays Crossing to Centennial Highway Safety Improvements											
Design	36	HML	Cat2	324	100%	360.5	360.5	-	-	Probable	R/N
Property	36	HML	Cat2	331	100%	412.0	412.0	-	-	Probable	R/N
Mackays Crossing to Centennial Highway Safety Improvements											
Construction	38	HML	Cat2	322	100%	40,524.8	-	-	9,879.5	Probable	R/N
Mt Victoria Tunnel - Safety Improvements											
Construction	313	HML	Cat2	323	100%	30,567.4	-	-	4,939.2	Probable	R/N
Ngauranga to Aotea Quay Traffic Management											
Design	2	MMM	Cat2	322	100%	1,169.7	-	895.5	274.2	Probable	R/N
Ngauranga to Aotea Quay Traffic Management											
Investigation	2	HML	Cat2	323	100%	1,568.0	777.4	790.6	-	Probable	R/N
Ngauranga to Aotea Quay Traffic Management											
Property	313	HML	Cat2	331	100%	1,045.3	519.0	526.3	-	Probable	R/N
SH1 Mount Victoria Tunnel Duplication											
Investigation	2	HML	Cat2	322	100%	5,497.2	-	1,060.4	2,192.9	Probable	R/N
SH2 Moonshine Hill Rd - Silverstream Safety Improvements											
Construction	37	MMM	Cat2	324	100%	5,740.7	-	1,692.2	4,048.5	Probable	R/N
SH2/58 Grade Separation											
Construction	310	HML	Cat2	324	100%	40,854.5	-	22,303.6	18,550.9	Probable	C1
Transmission Gully Investigation											
Design	-1	HML	Cat2	323	100%	7,725.0	7,725.0	-	-	Probable	C3
Waihanga Bridge Replacement											
Investigation	2	MMM	Cat2	322	100%	546.4	-	-	546.4	Probable	R/N
Waihanga Bridge Replacement											
Design	2	MMM	Cat2	322	100%	265.2	-	265.2	-	Probable	R/N
Waikanae Transport Interchange											
Property	312	HML	Cat2	323	100%	1,367.4	254.7	265.4	274.1	Probable	C2
Waikanae Transport Interchange											
Design	312	HML	Cat2	331	100%	1,066.6	344.2	354.3	182.1	Probable	R/N
SH58: SH2 - Pauatahanui Safety Improvements											
Design	316	MLL	Cat2	324	100%	2,185.0	-	-	2,185.0	Possible	N
SH58: SH2 - Pauatahanui Safety Improvements											
Investigation	2	MLL	Cat2	324	100%	1,030.0	1,030.0	-	-	Possible	N
SH2 Brown Owl - Ferguson Drive Safety Improvements											
Investigation	2	LML	Reserve	324	100%	2,000.0	-	-	1,000.0	Res. A	
Strategic network group											
Group allocation			Alloc.				1,343.8	1,478.1	1,478.1		
Johnsonville to Tawa lighting											
Design	2	HML	Cat2	324	100%	34.0	34.0	-	-	Probable	R/N
Otaihanga to Waikanae Safety Improvements											
Design	2	HML	Cat2	324	100%	90.0	90.0	-	-	Probable	R/N
Otaihanga to Waikanae Safety Improvements											
Construction	2	HML	Cat2	324	100%	3,187.0	-	1,032.0	1,066.0	Probable	R/N
Pimmerton to Paremata Strategic Review											
Investigation	2	HML	Cat2	321	100%	52.0	52.0	-	-	Probable	R/N
Pimmerton to Paremata Strategic Review											
Design	2	HML	Cat2	321	100%	106.0	-	106.0	-	Probable	R/N
Pimmerton to Paremata Strategic Review											
Construction	2	HML	Cat2	321	100%	983.0	-	-	983.0	Probable	R/N
SH1 Forest Lakes Safety Improvements											
Investigation	2	HML	Cat2	324	100%	198.0	-	198.0	-	Probable	R/N
SH1 Forest Lakes Safety Improvements											
Design	2	HML	Cat2	324	100%	201.0	-	-	201.0	Probable	R/N
SH1 Raumatangi Straight Improvements											
Investigation	2	HML	Cat2	324	100%	133.0	133.0	-	-	Probable	R/N
SH1 Raumatangi Straight Improvements											
Design	2	HML	Cat2	324	100%	205.0	-	205.0	-	Probable	R/N
SH1 Troy Street I/S											
Design	2	HML	Cat2	324	100%	53.6	-	53.6	-	Probable	R/N
SH1 Troy Street I/S											
Construction	2	HML	Cat2	324	100%	653.5	-	-	653.5	Probable	R/N
SH1 Troy Street I/S											
Group allocation			Alloc.				3,062.5	3,368.8	3,368.8		
Improve, expand or replace network group											
Construction	2	MMH	Cat2	321	100%	218.0	218.0	-	-	Probable	R
Electronic Warning Signs											
Investigation	2	MMH	Cat2	324	100%	118.0	118.0	-	-	Probable	R
SH2 Buchanan's Road I/S											
Design	2	MMH	Cat2	324	100%	425.0	-	425.0	-	Probable	R
SH2 Buchanan's Road I/S											
Investigation	2	MMH	Cat2	324	100%	116.0	116.0	-	-	Probable	R
SH2 Melling Link / Block Rd I/S Interim Improve											

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*
SH2 Melling Link / Block Rd I/S Interim Improvement	2	MMH	Cat2	324	100%	143.0	-	143.0	-	Probable	R
SH2 Melling Link / Block Rd I/S Interim Improvement	2	MMH	Cat2	324	100%	2,828.0	-	-	1,400.0	Probable	R
SH2 Moonshine Road to Gibbons Safety Improvements	2	MMH	Cat2	324	100%	133.0	133.0	-	-	Probable	R
SH2 Moonshine Road to Gibbons Safety Improvements	2	MMH	Cat2	324	100%	132.0	-	132.0	-	Probable	R
Crash Reduction Studies 9/12	2	MMM	Cat2	324	100%	844.2	273.1	281.3	289.8	Probable	R/N
Improved Driver Information 9/12	2	MMM	Cat2	321	100%	607.2	196.5	202.4	208.4	Probable	R/N
Property Acquisitions 9/12	2	MMM	Cat2	331	100%	1,175.4	380.3	391.7	403.4	Probable	R/N
Rehabilitation Seal Widening 9/12	2	MMM	Cat2	324	100%	759.0	245.6	252.9	260.5	Probable	R/N
Safety Retrofit 9/12	2	MMM	Cat2	324	100%	2,277.1	736.7	758.8	781.6	Probable	R/N
Seismic Retrofit 9/12	2	MMM	Cat2	322	100%	2,402.0	250.0	2122.0	30.0	Probable	R/N
SH2 Norfolk Road I/S	2	MMM	Cat2	324	100%	104.0	104.0	-	-	Probable	R/N
SH2 Norfolk Road I/S	2	MMM	Cat2	324	100%	94.0	-	94.0	-	Probable	R/N
Strategic Plan Initiatives 9/12	2	MMM	Cat2	324	100%	1,821.7	589.4	607.1	625.3	Probable	R/N
Kennedy Good Bridge to SH58 lighting	2	MML	Cat2	324	100%	52.0	52.0	-	-	Possible	N
Kennedy Good Bridge to SH58 lighting	2	MML	Cat2	324	100%	51.0	-	51.0	-	Possible	N
Otaki to Waikanae SB PL	2	MML	Cat2	324	100%	1,571.3	1,571.3	-	-	Possible	N
Terrace Tunnel - Safety Improvements	39		Reserve			47,326.4				Res. B	
Transmission Gully Investigation	-1		Reserve			34,272.9				Res. B	
Basin Reserve Improvements			Reserve			41,172.0				Res. B	
Kapiti Western Link Southern Connection	35		Reserve			27,267.1				Res. B	
Melling I/C			Reserve			68,428.5				Res. B	
Otaki Bypass			Reserve			135,036.2				Res. B	
Otaki to Peka Peka			Reserve			113,000.0				Res. B	
Peka Peka to Mackays			Reserve			165,000.0				Res. B	
SH1 Mount Victoria Tunnel Duplication			Reserve			6,619.4				Res. B	
SH1 Mount Victoria Tunnel Duplication			Reserve			8,826.8				Res. B	
TG to SH2 Link			Reserve			3,020.8				Res. B	
TG to SH2 Link			Reserve			1,957.8				Res. B	
Transmission Gully Investigation			Reserve			1,415,598.0				Res. B	
Waihenga Bridge Replacement			Reserve			9,217.7				Res. B	
Waikanae to Mackays			Reserve			205,802.0				Res. B	
Waikanae Transport Interchange			Reserve			44,291.5				Res. B	
Otaki Bypass	312		Reserve			8,093.0				Res. B	
Otaki Bypass			Reserve			16,342.0				Res. B	
SH1 Mount Victoria Tunnel Duplication			Reserve			-				Res. B	
TG to SH2 Link			Reserve			84,510.0				Res. B	
TG to SH2 Link			Reserve			2,154.0				Res. B	
Pukerua Bay - Intersection & Pedestrian Facility Improvement	-		N/F								
Pukerua Bay - Intersection & Pedestrian Facility Improvement	-		N/F								
Demand management & community programmes				432	100%	-	18.3	-	-		N
Community Advertising 9/12 - Wellington			App.								

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*
Walking and cycling facilities											
Petone to Ngauranga Cycleway Interim Safety Improvements	-		Com	452	100%	880.0	250.0	-	-		N
Petone to Ngauranga Cycleway Safety	-		Com	452	100%	290.0	190.0	-	-		N
Walking and Cycling - Key safety and congestion			Alloc.				166.4	166.4	166.4		
Walking and Cycling - Access and community benefits											
SH1 Mt Victoria Tunnel W/C Improvements	2	LMM	Reserve	451	100%	100.0	100.0	-	-	Res. A	
SH1 Mt Victoria Tunnel W/C Improvements	2	LMM	Reserve	451	100%	103.0	-	103.0	-	Res. A	
SH1 Mt Victoria Tunnel W/C Improvements	2	LMM	Reserve	451	100%	1,060.9	-	-	1,060.9	Res. A	
Paraparaumu Rail Overbridge Clip-on Cycle Lane	2	LML	Reserve	452	100%	84.0	74.0	-	-	Res. A	
Paraparaumu Rail Overbridge Clip-on Cycle Lane	2	LML	Reserve	452	100%	1,174.2	-	1,174.2	-	Res. A	
Transport planning											
Ngauranga to Airport Strategic Study			Com	002	100%	790.1	64.2	-	-		N
SH1 Kapiti Strategic Study			Com	002	100%	490.0	195.1	-	-		N
SH2 Hutt Corridor Strategic Study			Com	002	100%	130.0	85.1	-	-		N
Wellington PFR Funding for 0809			Com	002	100%	50.0	41.6	-	-		N
Activity management plans			Cat2	003	100%	1,411.8	453.2	479.3	479.3		N
Wellington Kiwirap Black Routes safety Study	2	MM_	Cat2	002	100%	100.0	34.0	33.0	33.0		N
Wellington Safe, sustainable and efficient routes study	2	MM_	Cat2	002	100%	100.0	34.0	33.0	33.0		N

Police

	2009/10 FTE staff	2009/10 Funding (\$'000)	2009/10 FTE staff	2009/10 Funding (\$'000)
Wellington				
Police district managed activities				
Traffic camera operations	6.2	985.7	4.7	745.9
Enhanced alcohol CBT project	19.0	3,036.9	6.3	1,010.2
Court orders	1.0	154.5	1.3	201.4
			3.7	583.9
NZTA Highway and Network Operations				
Highway patrol	14.0	2,237.7	0.4	63.9
			1.0	159.8
			3.4	548.8
			2.3	373.0
Carterton, Masterton and South Wairarapa Districts				
Speed control	1.6	255.7	2.3	369.8
Drinking or drugged driver control	2.4	381.5	2.0	325.0
Restraint device control	0.5	84.2	0.7	109.8
Visible road safety and general enforcement	1.6	258.9	2.5	399.6
Police community services	0.1	10.7	0.1	16.0
School road safety education	0.5	79.9	0.5	79.9
Crash attendance and investigation	1.7	277.1	1.2	197.1
Traffic management	0.3	42.6	0.8	127.9
Hutt City				
Speed control	4.7	753.4	11.0	1,758.2
Drinking or drugged driver control	5.9	949.4	8.2	1,316.0
Restraint device control	2.0	319.7	4.2	671.3
Visible road safety and general enforcement	5.3	854.6	10.2	1,625.0
Police community services	0.3	42.6	0.6	95.9
School road safety education	1.2	191.8	1.3	213.1
Crash attendance and investigation	3.9	618.0	9.9	1,587.7
Traffic management	1.9	309.0	3.6	575.4
Kapiti Coast District and Porirua City				
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				
Upper Hutt City				
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				
Wellington City				
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"> • 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

Our contact details

NATIONAL OFFICE

Victoria Arcade, 44 Victoria St
Private Bag 6995
Wellington 6141
New Zealand
T 64 4 894 5400
F 64 4 894 6100

Level 9, PSIS House
20-26 Ballance St
PO Box 5084, Lambton Quay
Wellington 6145
T 64 4 894 5200
F 64 4 496 6666
