
Spatialising the National Land Transport Programme (NLTP) 2018-21

James McCaughan

New Zealand Transport Agency



Today's presentation

Spatialising the NLTP 2018-21

Assessment
and
prioritisation

Communicating
the NLTP

Benefits and
opportunities
engagement

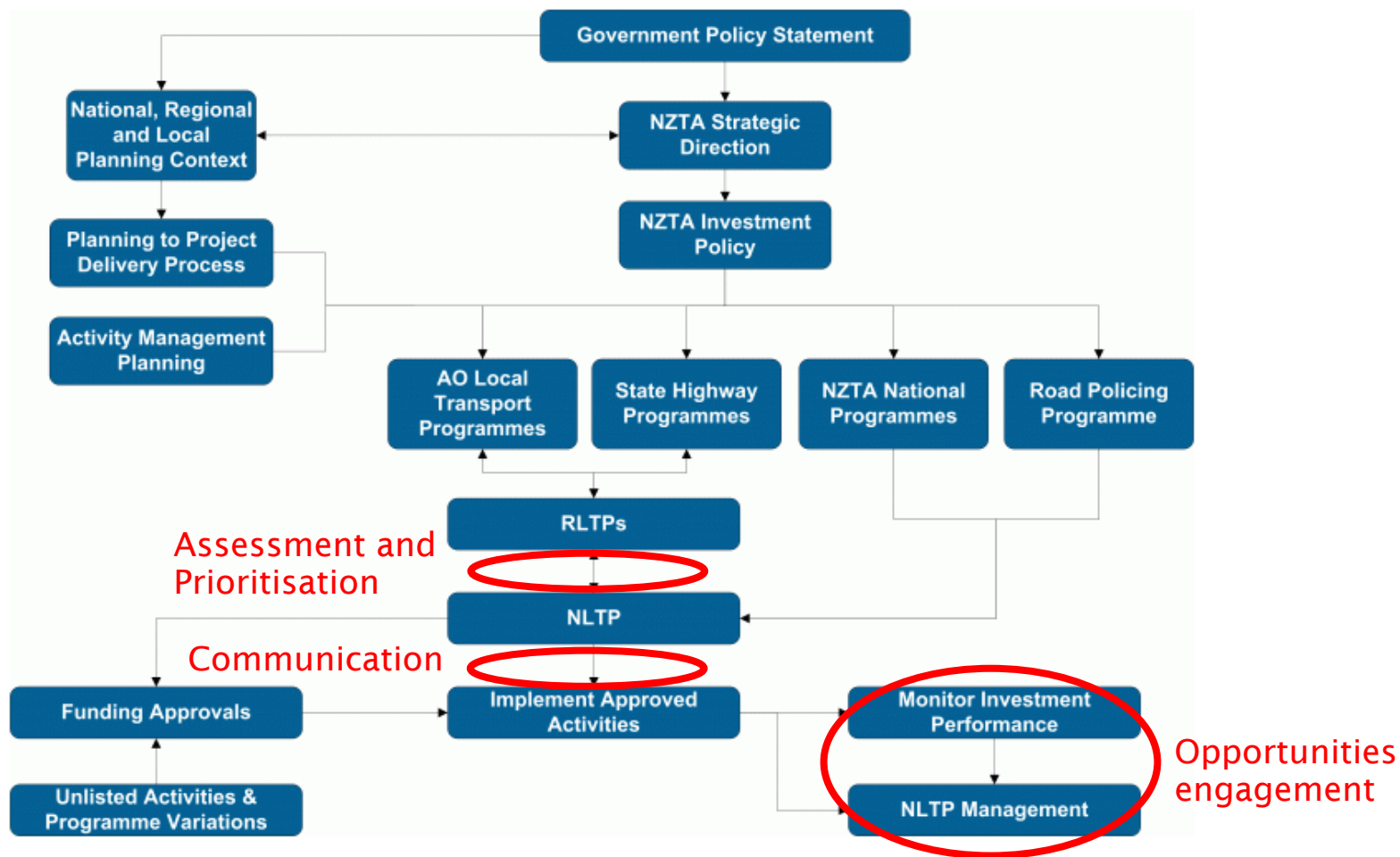


NLTP – What is it?

- Three-year \$14 billion programme of investment
- Working with Approved Organisations to deliver government's priorities
- Adopted on August 31st 2018



Where we helped



Context

[Print record](#)

Regional priorities and the Long Term Strategic View.

- Cycling has a greater safety risk leading to a higher rate of deaths and serious injuries

- These are reflected in the Long Term Strategic View section on active modes.

- Building the network
- Engaging with communities
- Promoting cycling opportunities
- Encouraging people to share the road and pathways
- Collaborate and build capability

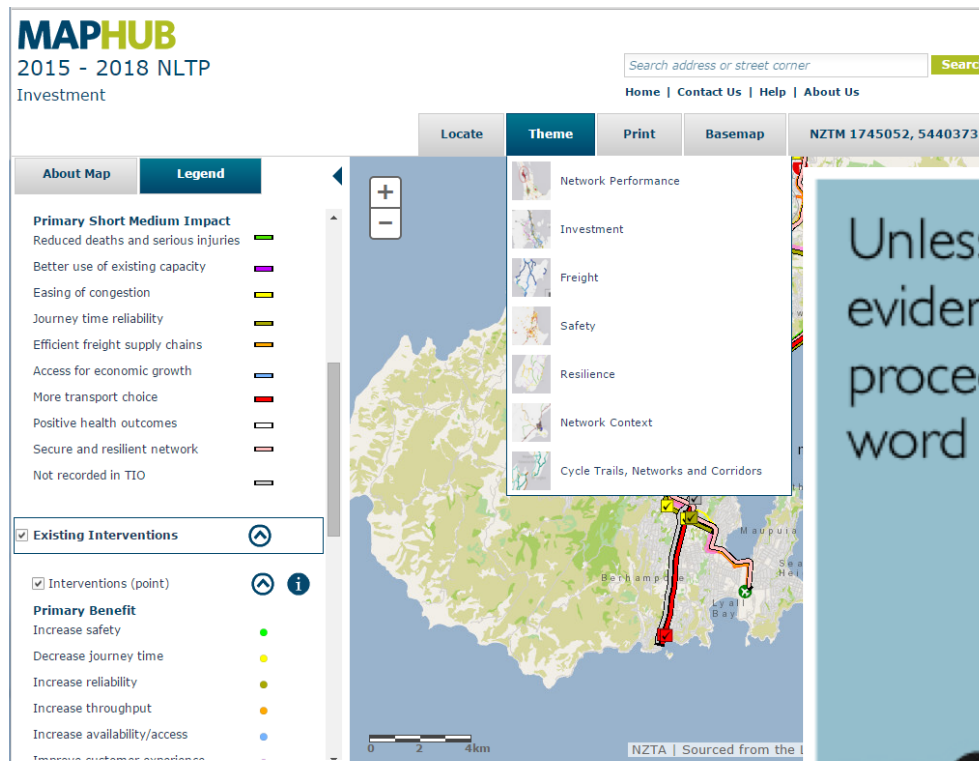
As part of the integrated approach, the preferred programme will deliver the following benefits:

- Improved safety for people walking and cycling
- Greater use of active modes
- More effective delivery of walking and cycling activities

The specific performance measures are still being developed. This section will be updated.

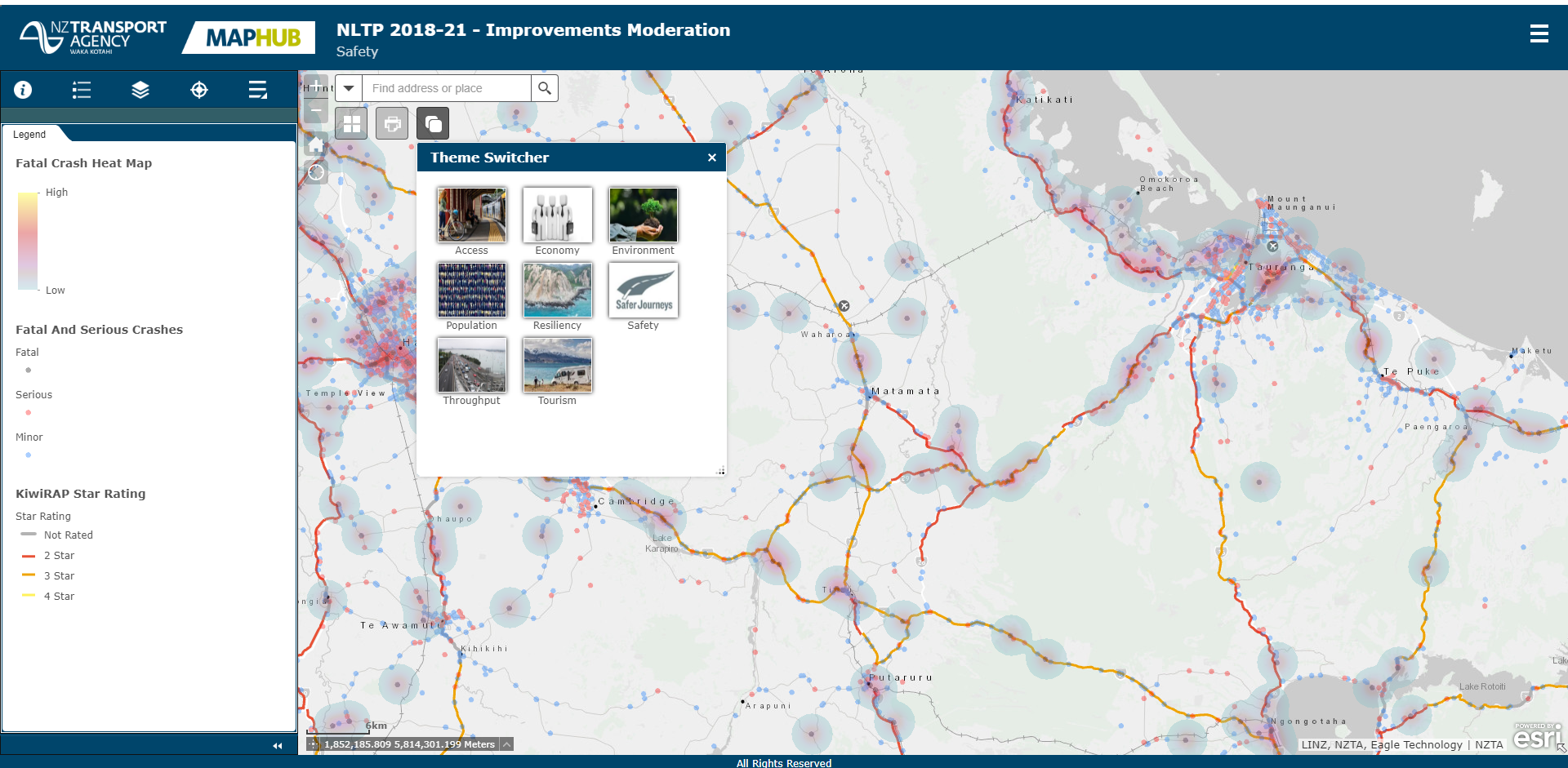
Assessment and Prioritisation

Approach



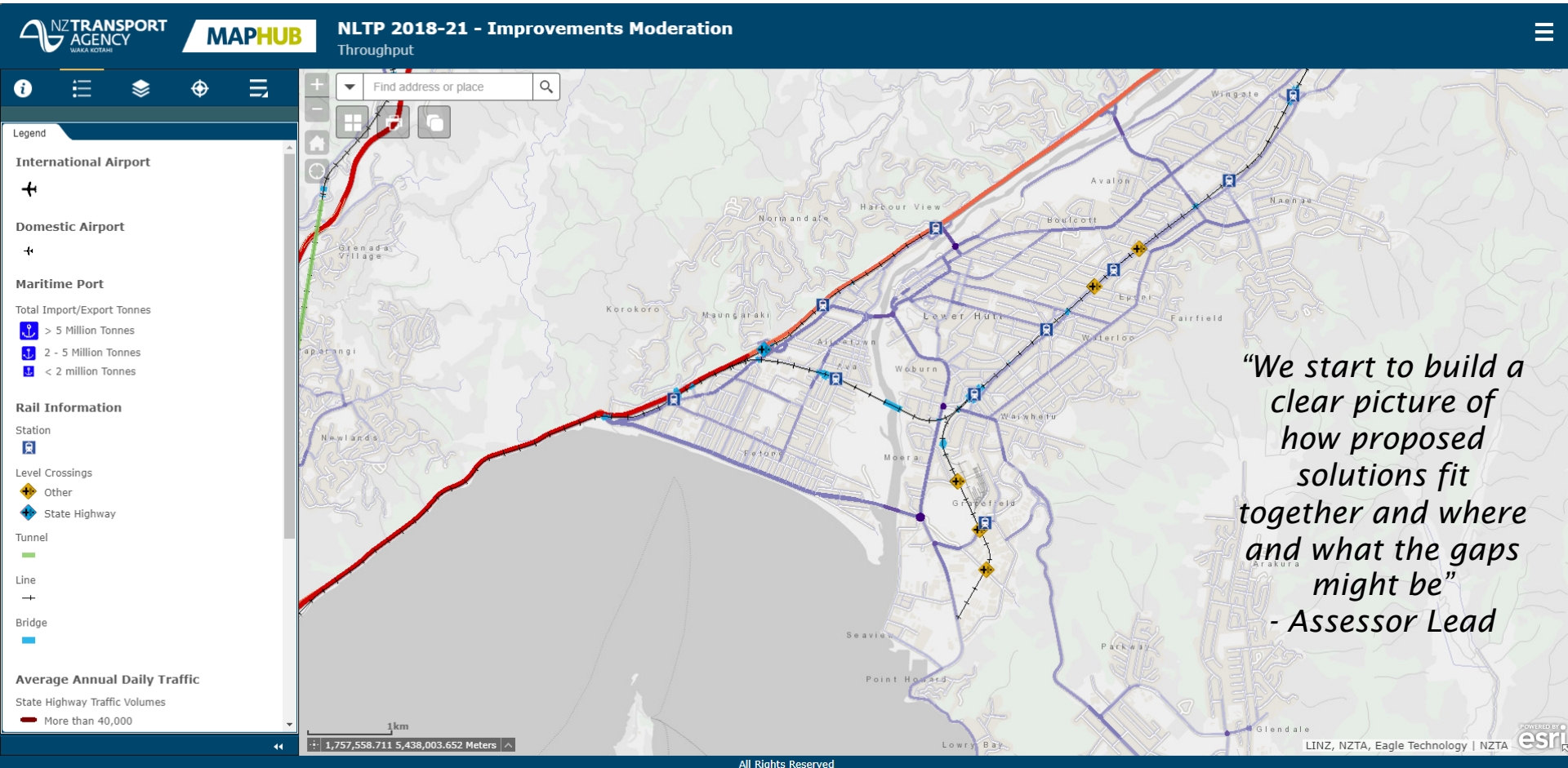
Assessment and Prioritisation

Result



Assessment and Prioritisation

Result

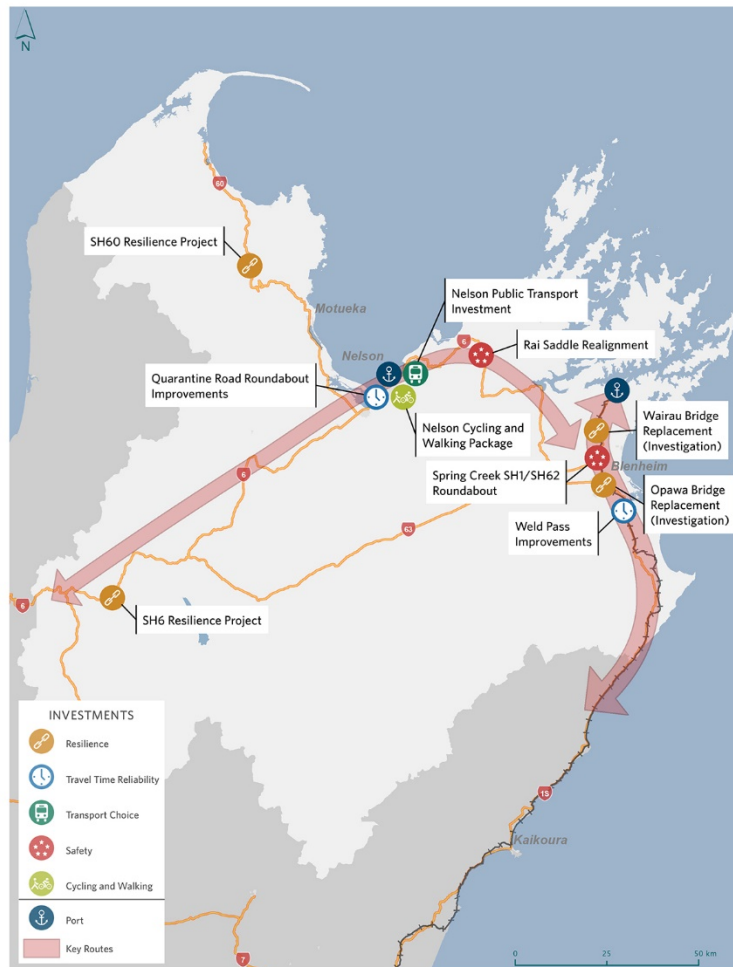


Learnings



Communicating the NLTP

Context



Upper South
Key Routes and Investments



National Land Transport Programme 2015-18

The National Land Transport Programme contains the land transport activities that the NZ Transport Agency anticipates funding over the next three years. This publication covers some of the highlights.



New Zealand Government

Communicating the NLTP

Context



Communicating the NLTP

Approach

**MAPHUB**

Wellington

The Wellington region is made up of a number of cities, urban areas and supporting rural hinterland. The city is a key transport connection between the North and South Islands. The compact nature of Wellington city and constrained corridors to and from Kapiti and the Hutt Valley have shaped the transport network.

\$1,439
MILLION

FORECAST TOTAL
WELLINGTON
INVESTMENT

\$312
MILLION

FORECAST
MAINTENANCE
& OPERATIONS

\$456
MILLION

FORECAST
PUBLIC
TRANSPORT

\$49
MILLION

FORECAST
CYCLING
& WALKING

15%

SPEND
TARGETING
SAFETY

Social Pinpoint test

test

**MAPHUB**

Wellington

investment highlights

- A total of \$456m will be invested in public transport over the next three years to encourage continued patronage growth.
- It is expected that investment in cycling and walking in the Wellington region in the 2015-18 NLTP period will amount to \$49m. This includes \$22m from the Urban Cycleways Fund.
- New routes at Transmission Gully (flyover video), which is under construction, and potentially at Petone to Grenada (flyover video), which is under investigation, are expected to significantly improve the resilience of the overall network, by providing alternative routes and more capacity.
- Construction of the Wellington Northern Corridor on State Highway 1, which has been designated as a RONS by the Government, will continue over the next three years. Investment will increase capacity, resilience, reliability and safety for commuters and freight users. The investment is expected to reduce journey times by up to 40 minutes between Wellington CBD and Levin when completed.
- In the next three years, construction of the Mackays to Peka Peka section of the Wellington Northern Corridor will be completed. The \$630m project will deliver approximately 18 kilometres of four-lane expressway through Paraparaumu and

+

Home

-

OVERVIEW MAP



BACK

Transmission Gully motorway fly-through





LINZ, NZTA, Eagle Technology



**NZTRANSPORT**
AGENCY
WAKA KOTAHİ

New Zealand Government

Communicating the NLTP

Progress

- Currently focusing on static content
- Development will be over coming weeks
- Presentation tool for stakeholder roadshow



Investment Insights

Context

- Shift in GPS themes
 - Safety
 - Access (social and economic opportunities)
 - Access (resilience)
 - Environment
- Under-investment
- Need for engagement



Investment Insights

Approach

- Insight-driven engagement
- Story-telling necessary
- Collaborative approach involving many teams



Investment Insights

Investment Insights: NLTP 2018-21 (In Development)

Access (social & economic opportunities)

Access is a wide-ranging priority which will be delivered through three objectives:

1. access to social and economic opportunities, focused on livable cities and thriving regions
2. transport choice and access – seeks a proactive modal shift in urban areas from private vehicles to public transport
3. resilience (this is shown in more detail [below](#))

ACCESS TO PUBLIC TRANSPORT

These links explore distance to frequent public transport against population density, as well as proportion of people who drive to work.

- [Access to public transport by walking \(and population\)](#)
- [% of people whose primary commute is driving](#)

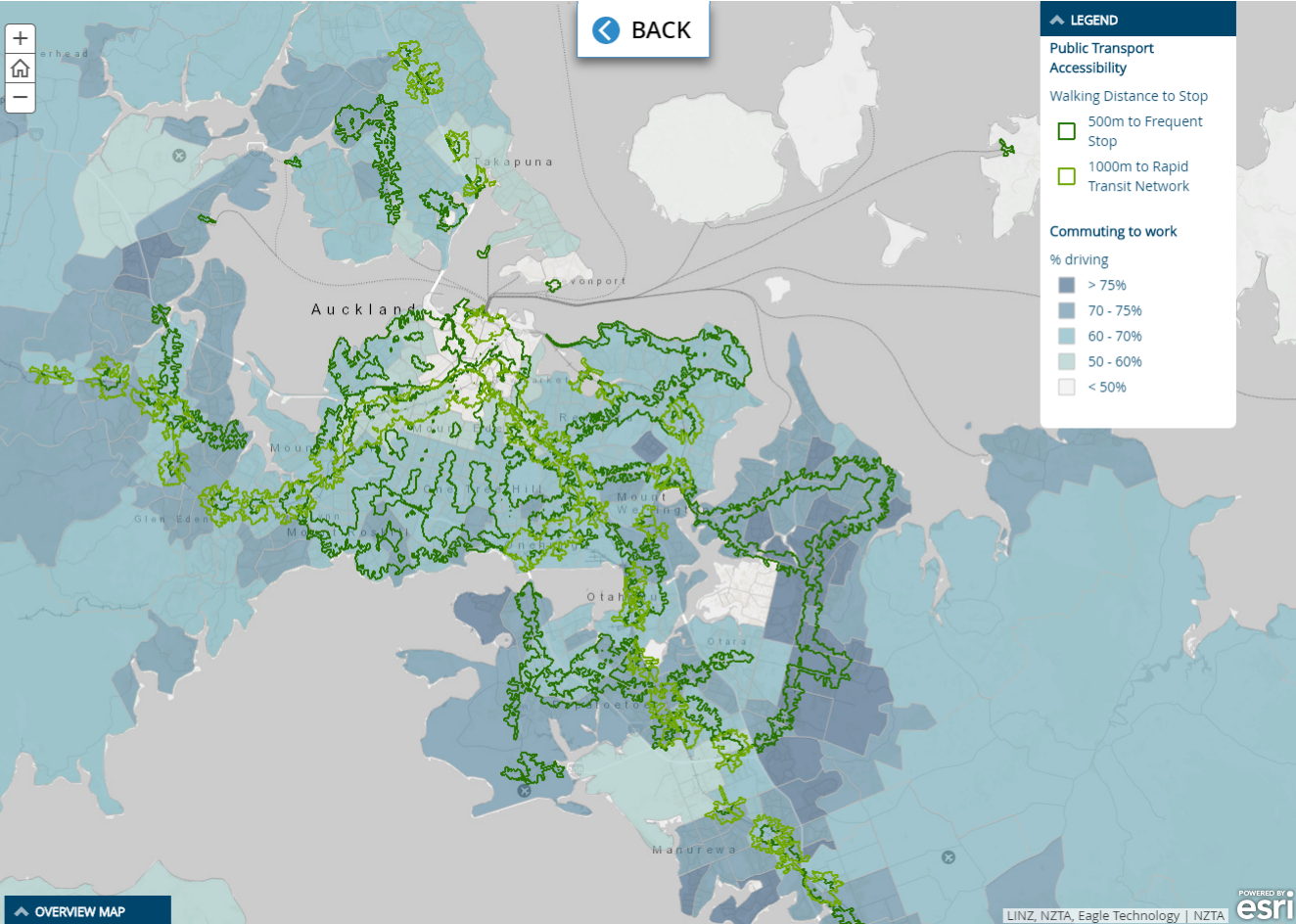
In addition, click on the links below to explore related accessibility information (mostly from the 2013 Census).

- [Employment](#)
- [Deprivation Index](#)
- [Public transport infrastructure](#)

TRAVEL TIME PREDICTABILITY:

Click on the links below to view travel time predictability data on key journeys:

- [Rural and urban AM peak](#)
- [Rural and urban PM peak](#)



Investment Insights

Investment Insights: NLTP 2018-21 (In Development)

Access (resilience)

Resilience is our ability to enable communities to withstand and absorb impacts of unplanned disruptive events, perform effectively during disruptions, and respond and recover functionality quickly.

It requires minimising and managing the risk and consequences of events that are:

- small-scale and large-scale
- frequent and infrequent
- sudden and slow-onset disruptive
- caused by natural or man-made hazards.

OUTAGES AND COST

Below shows outages on state highways including duration of outage and the spend on emergency works.

- [State highway outages](#)

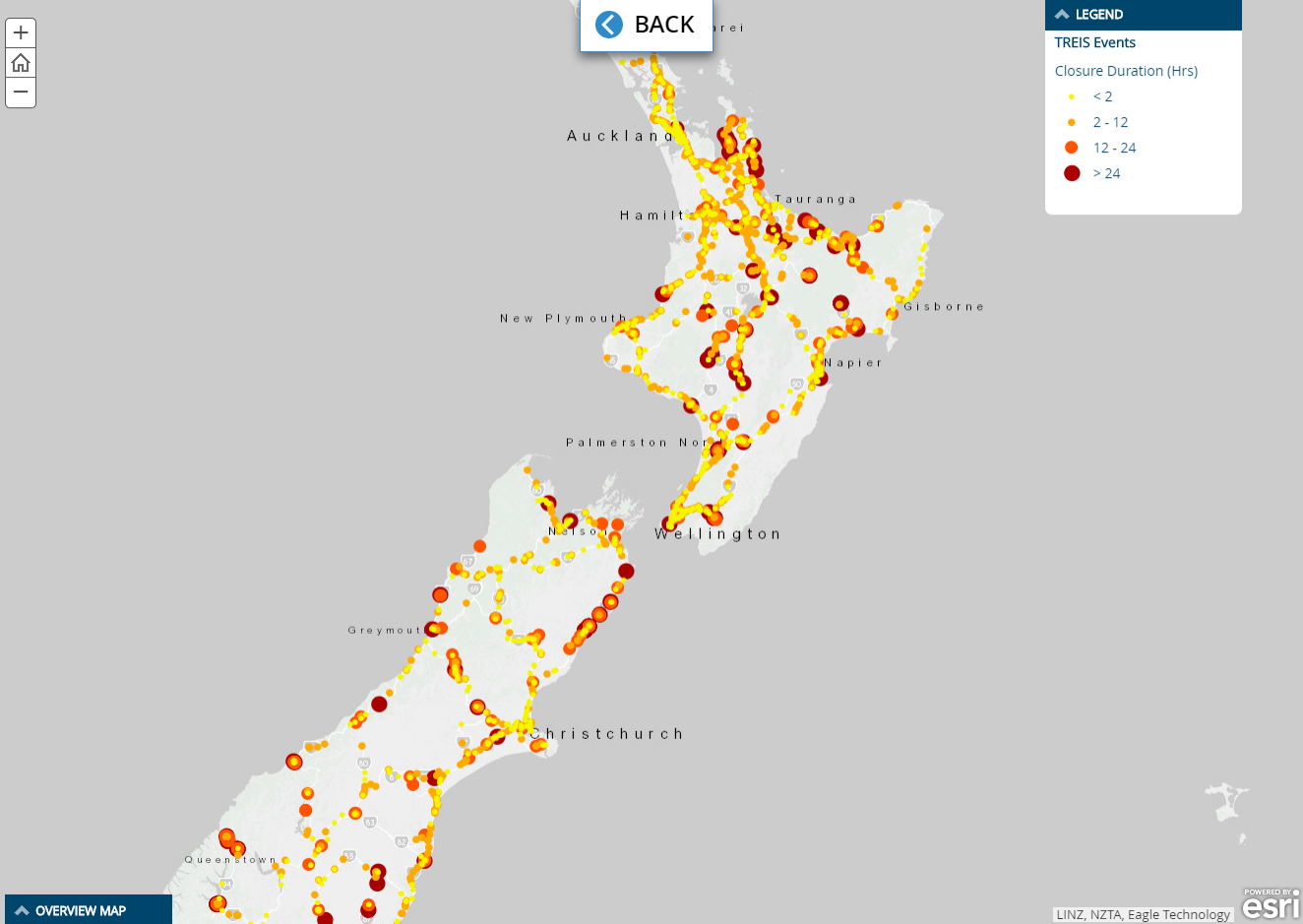
HAZARD RISK AND DETOUR ROUTES

The detour map below shows the alternative route available should a section of road fail. The hazards map shows maximum disruption for all hazards.

- [Maximum disruption - all hazards](#)
- [Detour routes](#)

NOTES ON DETOURS AND DISRUPTIONS

A viable alternative route is: unlikely to be affected by the same or related event that

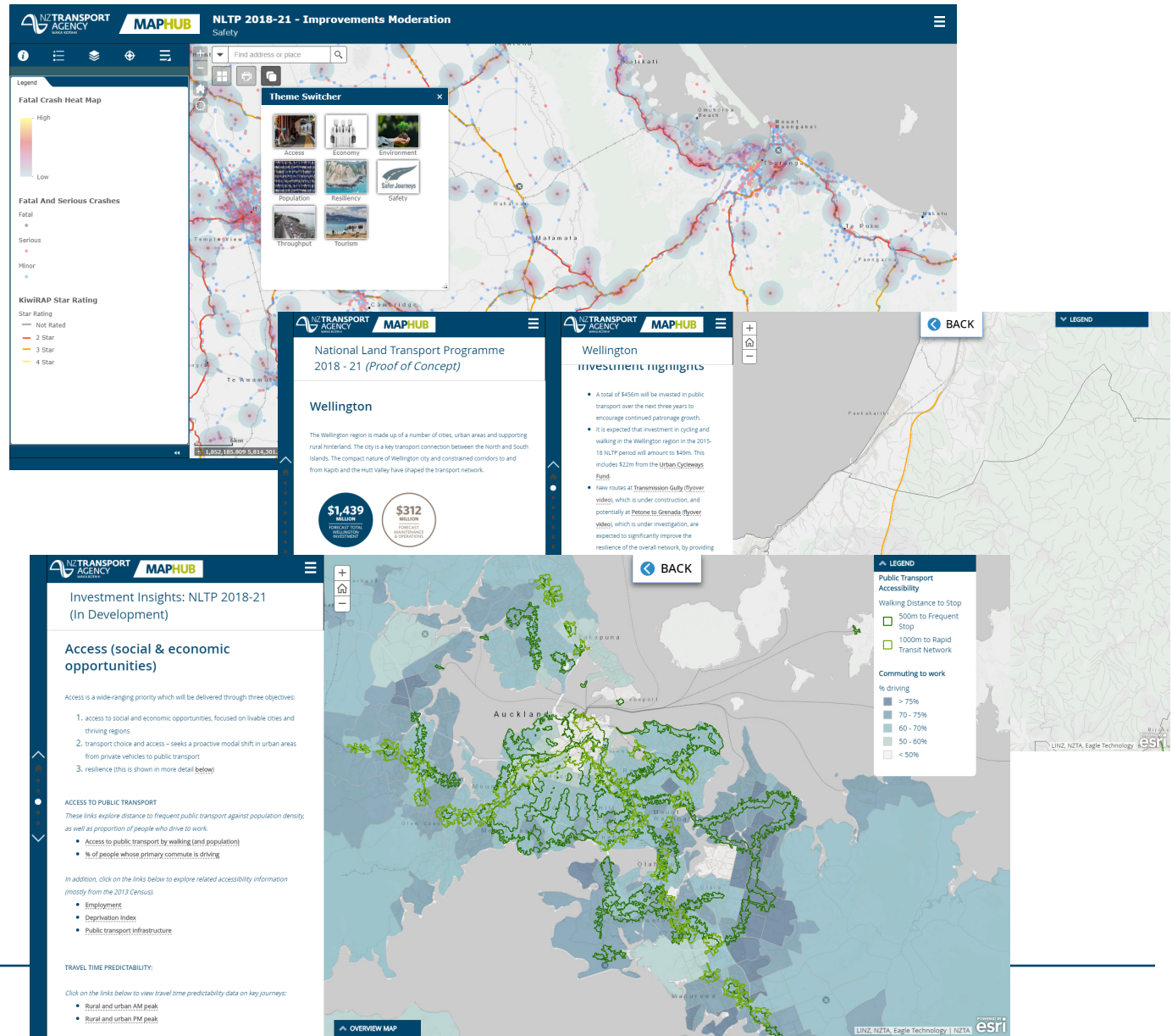


Summary

• Assessment

• Communication

• Engagement





Questions

Thank you for listening

For any more information:

- spatial@nzta.govt.nz
- www.nzta.govt.nz