



Transit New Zealand's 10-year State Highway Plan and Forecast for 2006/07 to 2015/16

Incorporating Transit's 2006/07 Land Transport Programme





**TRANSIT NEW ZEALAND'S 10-YEAR STATE HIGHWAY
PLAN AND FORECAST FOR 2006/07 TO 2015/16**
Incorporating Transit's 2006/07 Land Transport Programme

Transit New Zealand

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TRANSIT NEW ZEALAND'S 10-YEAR STATE HIGHWAY PLAN AND FORECAST FOR 2006/07 TO 2015/16

Foreword

Development of New Zealand's state highway network is accelerating at a rate never seen before. Investment in state highways is set to rise to \$6.6 billion over the next five years.

This comes on top of the significant increase in funding over the last 4 years, since the release of this Government's first transport packages, enabling us to address some of the pressures which have built up from previous under investment.

The funding announced in the 2006 Budget included a further \$425M in the first five years, to accelerate state highway improvements beyond August 2005 levels. This funding will be used to accelerate some high priority projects such as the Manukau Harbour Crossing on Auckland's Western Ring Route and to bring forward new projects such as investigation and preliminary design work for the Transmission Gully Motorway in Wellington.

The increased level of funding marks a significant step forward for state highway activities. We can now tackle a number of very large, complex and high value projects like the Ngaruawahia Bypass and the Christchurch Southern Motorway.

Greater confidence around future funding creates an expectation that Transit and its partners must deliver on. Current funding levels further increase the challenge to complete projects on time and ensure value for money is achieved and this will undoubtedly require careful planning.

Transit aims to build and operate a transport infrastructure that contributes to economic development and growth, and meets the needs of road users and communities. The multi-billion dollar programme of work will require a very real commitment from all our industry partners and local government, as well as Transit.

These are exciting times and Transit looks forward to the challenge.

Sir Tipene O'Regan
Acting Chairperson



INTRODUCTION

I. Record levels of investment

Transit's 2006/07 10-year State Highway Forecast keeps up the momentum for state highway activities that was announced in August 2005 and further accelerates the development and construction of a number of key projects.

The result will speed up major works to ease traffic congestion, improve safety and make journey times more reliable around the country. Most importantly, it continues to give priority to the maintenance and operation of the existing network. Key features of this Forecast are:

- › A record level of work underway across the country, but particularly in Auckland and Wellington
- › Significant progress planned for Auckland's Western Ring Route, subject to support from Aucklanders for tolling
- › Positive contributions to managing travel demand (including bus priority lanes, cycling networks and ramp signalling)
- › A wide spread of safety initiatives and projects across the country (such as SH1 Centennial Highway Wire Rope Median Barrier, SH1 East-West Street Intersection in Ashburton and SH2 Tahaenui Bridge Realignment in Hawke's Bay)
- › Development of the SH1 Waikato Expressway as the primary route between Auckland, Hamilton and places south and to Tauranga and places east
- › Working with councils and developers to jointly fund sustainable transport infrastructure and services for high growth areas, such as the Western Bay of Plenty.

This Forecast regains the momentum announced in August 2005 but is different in two ways. First, it reflects updated priorities which are the result of the consultation process undertaken across New Zealand earlier this year, and our updated assessments of major projects. Some projects that were due to start in 2005/06 will now not start until 2006/07, because the programme was adjusted over the summer months to reflect lower than previously expected levels of funding in the latter part of the financial year. Second, the extra \$425 million approved in the Government's 2006 Budget for the next five years now means that we can accelerate some projects beyond 2005 targets. Provision has also been made for further

development of projects identified in strategic studies in key growth locations such as, north of Auckland, south of Hamilton and Queenstown.

Transit's 2006/07 10-year Forecast assumes that funding will continue at a similar level for the second five years.

Following ongoing discussions with regional land transport committees, Transit has, where possible, incorporated projects in its Forecast from the Waikato, Bay of Plenty and Wellington funding packages. This work will be further refined as detailed planning is completed. What this is likely to mean is:

- › In the Waikato, the \$215M package will speed up safety initiatives and development of the long-haul inter-regional Waikato Expressway route
- › In the Bay of Plenty, the \$150M package will help to speed up provision of new roads such as the Tauranga Eastern motorway, to support this high growth area
- › In Wellington, the funding packages will be used to support implementation of the new Regional Land Transport Strategy (subject to final consultation on the draft).

This record level of investment in the future builds on a highly productive year for Transit in 2005/06. While the primary focus of our Forecast is forward looking, it is opportune to look at our recent major project highlights.

Projects completed over the past year include:

- › SH1 Katetoke / Oakleigh Safety Improvement (Northland)
- › SH1 Nelson St Off Ramp (Auckland Central Motorway Junction)
- › SH5 Tapapa Realignment (Waikato)
- › SH29 Hewletts Rd Flyover (Tauranga)
- › SH2 Domain Rd Intersection (Tauranga)
- › SH1 Plimmerton to Mana (Wellington)
- › SH2 Kaitoke to Te Marua (Wellington)
- › SH1 Main Rd 4-Laning (Christchurch).

Projects where construction has started over the past year are included in the regional tables and are shown as committed.

2. Greater confidence in funding over five years

This year's Forecast sees the implementation of a very significant change in the way state highway construction is planned and funded. Funding for state highway construction, design and investigation activities included in this forecast is now guaranteed for five years and has been approved by Government in the Budget. In the past funding has only been allocated on a year-by-year basis with no guarantee for future years. Transit is working with other agencies to finalise and implement the changes as soon as possible.

The annual consultation process will remain but will focus only on the programme for the immediate financial year and the 10-year financial forecast. This change in funding arrangements is welcomed by Transit and supported by key stakeholders, including the construction industry. It will give Transit a higher level of confidence for the delivery of state highway projects; a development keenly sought by communities across New Zealand.

Even with much improved funding confidence, issues around designations, resource consents, material shortages and community agreement on projects, will continue to affect what can actually be delivered and when. It will be a top priority for Transit to resolve these issues promptly, with help from our transport partners, especially local government and communities.

3. Programme/Plan/Forecast

To show the potential impacts to our programming we have adopted three distinct time periods:

Year 1 – The first year, in this case 2006/07, is our land transport programme (State Highway Plan) under the Land Transport Management Act 2003 (LTMA). Table 2 outlines the 2006/07 programme with appendix 1 detailing the contribution made by specific activities to assisting economic development, assisting safety and personal security, improving access and mobility, protecting and promoting public health and ensuring environmental sustainability.

Years 1 to 5 – Transit's forward 5-year Plan is a robust prospective of the projects that are planned to be undertaken within this period.

The most important factor is that the Government has agreed to guarantee the 5-year Plan, with appropriate checks and balances, to ensure continued value for money, so that funding issues should not create constraints. For projects that are relatively early in the development process, progress depends on continued positive support from the communities the projects will be serving.

Years 6 to 10 – referred to as Transit's State Highway Forecast. This is Transit's long-term forecast and indicates the priority and possible inclusion of activities in that period. The projects set out for years 6-10 are indicative only. They are likely priorities based on current information. The State Highway Forecast does not commit to any particular timing within the second five year period since scheduling is dependent on knowledge gained on those activities from earlier phases of investigation and design.

The further out we forecast, the greater our plans and their timing are affected by factors such as:

- › The results of consultation on projects
- › Ongoing development of the best value solution
- › Obtaining the necessary consents, and
- › Purchasing property.

As required under the LTMA, table 1 shows Transit's 10-year financial forecast.

4. Value for Money

Transit prides itself on the value we create through stewardship and innovation across the full breadth of highway activities we manage. Recognising the large increase in both scale and complexity of what we do, we have launched a major project to review all aspects of our business to ensure best practices are applied at all levels in our supply chain.

We expect to complete this review by October 2006. Together with implementing recommendations adopted by Government from the Ministerial Advisory Group on Rooding Costs, we expect to ensure that costs are kept as low as possible, while still supporting the objectives set for us in the LTMA.

5. Traffic Congestion

Addressing traffic congestion is a key objective for Transit. There are a series of initiatives around the country to improve traffic flows. Some of these initiatives involve construction of new state highway links (such as the Western Ring Route in Auckland) while others aim to influence demand on the most heavily used parts of the highway network.

Travel Demand Management (TDM) is a combination of approaches that seek to influence demand for transport or travel. These include land use planning, network management, travel behaviour change and pricing initiatives. To contribute, Transit actively promotes an integrated approach to planning (see section 7 below), supports public transport via busways and priority lanes, co-ordinates traffic management (especially in Auckland through the Traffic Management Unit), improves how our existing state highways operate (eg through ramp signalling), improves traveller information systems and promotes tolling as a means to balance use of the network and sustain the benefits of new state highway links.

6. Western Ring Route and Tolling

The Western Ring Route (WRR) is a proposed strategic motorway running south – north through Auckland on State Highways 20, 16 and 18, connecting Manukau City, Auckland City, Waitekere City and North Shore City. It will take traffic from Manukau through Waterview and Hobsonville to Albany to provide a strategic alternative to State Highway 1. Ten individual projects are needed to complete the route, ranging from extra lanes and improved harbour crossings to completely new lengths of state highway. It needs to be completed as a package for the benefits to be realised by road users. Provision for completion of the WRR has been included in Transit's State Highway Forecast projections, as it was in August 2005. In order to achieve our target of completion by 2015, toll revenue from the route must repay the borrowing which is needed to supplement traditional funding sources. Transit is working on the understanding that Auckland does want the WRR and wants it completed sooner (around 2015) than would be possible under current conventional funding.

The recent extra funding announced in the Government's Budget does not alter Transit's plans to toll the WRR. It does enable completion of the Manukau Harbour

Crossing to be achieved a year earlier, but the previous completion target of 2012 was contingent on tolling. In short, Transit's plan for early completion of the Western Ring Route in Auckland remains dependent on support from Aucklanders for tolling the route. This is unchanged from August 2005.

The type and scale of projects making up the WRR and the desire to complete it sooner make it a very challenging and complex proposal. The benefits are significant: more reliable travel times, reduced commute times, improved airport connectivity and better overall network performance. The options available to Transit to achieve these benefits as soon as possible are limited. It is important that Transit undertakes public consultation before submitting a toll proposal to the Minister of Transport for approval. Meaningful public feedback will be central to ensure the Transit New Zealand Board is well informed.

Transit's proposal to toll the WRR will be made under current law (the Land Transport Management Act), which allows tolling on new roads where there is a free alternative route, and is subject to the Government's approval in each case. Consultation undertaken in March 2006 on road pricing (on the Ministry of Transport's Auckland Road Pricing Evaluation Study) is a separate issue. Although tolling and road pricing are related they do serve different purposes. Road pricing options involve charging for road use or parking within an area, or on a network of existing routes. If road pricing progresses, the Government will need to pass new legislation.

7. Transit's role in Transport Planning

To achieve a sustainable land transport system, we need to consider both land use and transport trends, and travel behaviour. Some areas of the country are experiencing higher than average economic growth, resulting in increased traffic demands on the state highway network that cannot be met even with our accelerated road building programme.

Transit, along with local and central government are working together to achieve a sustainable land transport system in new ways. Transit will work closely with regional and district councils to ensure that any substantial upgrading of the state highway network in the next 10 to 20 years is properly considered and planned, in

order to relieve congestion and support regional growth strategies. This requires agreement on amendments to road and public transport plans and shared funding responsibilities for both local and national infrastructure and services.

8. Maintenance and Operations

The safe operation of the state highway network is a key function for Transit. Processes are in place to manage traffic efficiently, provide consistent and reliable information for road users, undertake maintenance work on the highway and its structures in the safest and least disruptive way, monitor locations where crashes occur and where appropriate, take corrective action.

The state highway network is a \$15 billion transport infrastructure asset that demands sophisticated and effective management. Transit uses various tools to do this, ranging from natural inventory databases (containing information on natural features that might impact on state highways), long term deterioration modelling, and annual condition data collection, supported by advanced contract delivery methods and rigorous performance reporting.

Maintenance and operations activities make up a substantial proportion (some 40 percent) of our 10-year Forecast. In addition to preserving the highway network and undertaking maintenance and improvements to meet future levels of service, other maintenance and operations activities include:

- › A Traffic Management Unit in Auckland and Wellington
- › Traveller information systems such as the 0800 number for highway conditions, Transit's website, and radio broadcasts of travel information in Auckland every 15 minutes during morning and evening traffic peak period
- › Avalanche monitoring and management on the highway to Milford Sound
- › Managing highways affected by ice or snow during the winter
- › Coordination with New Zealand Police and Emergency Services in the management of incidents on the state highway such as crashes or chemical spillages
- › Working with Civil Defence to keep emergency response plans current.

9. Consultation on this Forecast

This year, Transit published its draft forecast for consultation on 22 February with a closing date for submissions of 24 March. The draft was a marked contrast to the previous year's forecast due to notification from Land Transport New Zealand of a slowing in the predictions of revenue growth into the National Land Transport Fund and increased costs for transport activities. As a result, in the February draft many projects had their construction starts deferred or taken out of the 10-year Forecast altogether.

Transit received some 662 written submissions from across the country, and held hearings at 16 locations, from Whangarei to Invercargill, at which some 185 submitters were heard by a panel comprised of the Transit Regional Manager and a member of Transit's General Management Team.

The issues highlighted by the submissions and hearings were carefully considered by the Transit Board. This resulted in a number of changes to the final State Highway Forecast, including project priorities.

Consistent with Land Transport New Zealand's allocation process, Transit's approach has been to fund maintenance (including emergency works) as a first priority. Improvement projects are ranked in national priority order and those with the highest priority are funded from nationally distributed funds (\$N). Projects that fail to attract national funding can be funded via regionally distributed funds (\$R). In general, these projects would not normally go ahead as they are lower down the national priority list. \$R are balanced over the next nine years to be spent as they accrue. \$R funded projects are identified in the regional tables by ®.

Transit's approach to \$R, was to take special note of regional priorities and seek best alignment. Nevertheless, Transit's national perspective means that not all local priorities and aspirations can be met. Transit is committed to continued dialogue with regions to work through these differences towards an workable solution.

Table I – 10-year Financial Forecast covering expenditure and funding

Maintenance and Improvements

(All values incorporate escalation at 3%)

	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	Total
	(\$M)	(\$M)	(\$M)	(\$M)	(\$M)	(\$M)	(\$M)	(\$M)	(\$M)	(\$M)	(\$M)
Maintenance											
Structural	209	224	236	256	272	290	308	327	345	363	2830
Corridor	83	87	91	93	97	101	107	114	122	131	1026
Professional Services	55	56	58	60	62	63	65	67	69	71	626
Property Management	13	13	14	14	15	15	16	16	17	17	150
Preventive Maintenance	5	5	5	5	5	6	6	6	6	7	56
Emergency Works	32	22	22	23	23	29	25	25	26	27	254
Sub-Total	397	407	426	451	474	504	527	555	591	621	4942
Improvements											
Minor Safety Projects	27	28	29	30	32	33	34	36	37	39	325
Committed Projects	428	239	183	72	8	0	0	0	0	0	930
New Projects**	209	428	512	652	800	1024	890	697	678	650	6539
Property Purchase	82	96	96	58	60	63	65	67	70	72	729
Walking and Cycling	3	3	3	3	3	3	4	4	4	4	34
Sub-Total	748	794	823	815	903	1123	993	804	789	765	8557
Administration	47	49	53	56	59	63	67	72	76	77	619
Total Expenditure	1192	1250	1302	1322	1436	1690	1587	1431	1450	1458	14118
Toll funded construction borrowing*	57	87	34	140	180	180	180	120	0	0	978
NLTP anticipated funding	1135	1163	1268	1182	1256	1510	1407	1311	1450	1458	13120
Total Funding	1192	1250	1302	1322	1436	1690	1587	1431	1450	1458	14118

Notes:

* Includes ALPURT B2 and Auckland Western Ring Route

** Includes projects for which there is also a third party contribution outside of NLTP funding and some provision for new high priority projects identified from strategic studies of high growth, economic development areas, including:

- North of Auckland
- Auckland south
- Hamilton south
- Western Bay of Plenty
- Taupo
- Wellington/Kapiti Coast
- Nelson/Tasman
- North Canterbury
- Queenstown

Table 2 – State Highways Activities for 2006/07 (Land Transport Programme)

		Activity Name	Priority (P)	Indicative Start Date Quarter (Q)		Indicative Cash Flow (\$,000)
Maintenance		Structural	P1	Q1		209,000
		Corridor	P1	Q1		83,000
		Professional Services	P1	Q1		55,000
		Property Maintenance	P1	Q1		13,000
		Preventive Maintenance	P1	Q1		5,000
		Emergency Works	P1	Q1		32,000
Administration			P2	Q1		47,000
Commitments		Large Projects	P3	Q1		427,000
		Small and Medium sized projects	P3	Q1		16,690
Improvements		Minor Safety Projects	P4	Q1		27,000
		New Projects (as listed below)	P5	Q1		89,650
Region	SH	Activity Name	P5		Phase *	Indicative Cash Flow (\$,000)
Auckland	16	Northwestern Motorway TDM (Ramp Signalling)		Q1	D	850
Auckland	16	Northwestern Motorway TDM (Ramp Signalling)		Q3	C	4,120
Auckland	1	Northern Motorway TDM (Ramp Signalling)		Q1	D	1,060
Auckland	1	Northern Motorway TDM (Ramp Signalling)		Q3	C	5,870
Auckland	1	Akl Harbour Bridge – Moveable Lane Barrier		Q1	C	100
National	Var	Toll Systems Project – Stage 1		Q4	C	1,140
Auckland	18	Hobsonville Deviation		Q3	C	2,060
Auckland	16	Te Atatu – Royal 6 Laning		Q2	I	2,370
Auckland	20	Waterview Connection		Q1	I	1,280
Auckland	20	Waterview Connection		Q4	D	3,190
Auckland	20	Manakau Harbour Crossing		Q1	I	780
Auckland	20	Manakau Harbour Crossing		Q3	D	4,500
Auckland	16	Punganui Stream Bridge Replacement		Q1	I	100
Auckland	16	Punganui Stream Bridge Replacement		Q3	D	60
West Coast	6	Arahura Bridge		Q2	D	1,290
Auckland	1	Vic Park Tunnel		Q2	I	1,320
Auckland	1	Vic Park Tunnel		Q4	D	6,090
Auckland	1	Newmarket Viaduct		Q1	I	2,060
Auckland	1	Newmarket Viaduct		Q4	D	1,140
Canterbury	Var	Christchurch TDM Implementation		Q4	C	400
Bay of Plenty	Var	Tauranga Central Corridor TDM		Q2	I	100
Wellington	2	Dowse to Petone		Q4	C	340
Waikato	1	Church to Avalon Drive 4 Laning		Q3	C	4,390
Wellington	1	Basin Reserve Improvements		Q2	I	310
Wellington		Transmission Gully		Q2	I	5,150
Wellington		Kapiti Western Link Road – Stage 1		Q2	D	510
Waikato	1	Avalon Drive Bypass		Q3	C	2,010
Waikato		Hamilton Southern Links		Q1	I	2,070

* I = Investigation D = Design C = Construction

Table 2 – State Highways Activities for 2006/07 (Land Transport Programme) continued

Region	SH	Activity Name	Priority P5	Indicative Start Date Quarter (Q)	Phase *	Indicative Cash Flow (\$,000)
Bay of Plenty		Harbour Link		Q3	C	11,840
Canterbury	73	Christchurch Southern Motorway Extension		Q2	D	2,530
Auckland	1	Warkworth Stage 1		Q3	I	460
Auckland	2	Kopuku		Q2	I	450
Auckland	1	AHB Storm Water Upgrade		Q2	I	50
Auckland	1	AHB Storm Water Upgrade		Q4	C	1,120
Taranaki	3	Bell Block Bypass		Q4	C	5,320
Waikato	1	Ngaruawahia Bypass		Q3	D	1,040
Northland	1	Waitaki Landing to Cape Reinga Seal Ext. Stage 2		Q2	D	340
Bay of Plenty	2	Tauranga Eastern Motorway		Q3	D	2,240
Waikato	1	East Taupo Arterial		Q1	D	1,850
Waikato	1	Cambridge Bypass		Q1	D	2,000
Waikato	1	Rangiriri Bypass		Q1	I	620
Otago	1	Caversham 4 Laning		Q1	I	130
Hawke's Bay	50A	Hawke's Bay Expressway Southern Extension		Q2	I	230
Canterbury		Christchurch Northern Arterial Rural		Q2	I	140
Wellington	2	Rimutaka Corner Easing (Muldoon's)		Q2	D	70
Northland	1	Akerama Curves Realignment & PL		Q3	D	170
Northland	1	Kamo Bypass Stage 2		Q2	I	700
Otago	1	East Taieri Bypass		Q1	I	210
Hawke's Bay	2	Matahorua Gorge Realignment		Q1	I	410
Bay of Plenty	2	Omokoroa Roundabout		Q2	I	460
Nelson/Marlborough	60	Ruby Bay Bypass		Q1	D	240
Nelson/Marlborough	6	Whangamoia South Realign		Q2	I	2,060
Nelson/Marlborough	6	Hope Saddle Realign		Q4	I	310
Improvements		Small and Medium sized projects	P5	Q1		68,310
		Strategic Studies	P5	Q1		13,000
		Strategic Initiatives	P5	Q1		21,000
		Property Purchase	P5	Q1		82,000
		Walking & Cycling	P5	Q1		3,000

* I = Investigation D = Design C = Construction

Notes:

- Indicative durations of large projects are shown in the regional tables
- The priority order is a requirement of the LTMA and is listed in relative terms

GUIDE TO REGIONAL TABLES – EXAMPLE

Auckland State Highway Plan and Forecast for 2006/07 to 2015/16

Legend: Nature of work

	Committed Investigation		Committed Design		Committed Construction
	Investigation		Design		Construction

Green icons represent committed phases.

Construction of final project.

Identification of problem and potential solutions.

Engineering design of works to be undertaken, including cost estimation.

The grey symbols show indicative timings given that the investigation or design phase has not been completed.

SH	Project	Primary LTMA Objective	Estimated Total Cost (\$M)	Land Transport Programme 06/07	2-5 Year Plan	6-10 Year Forecast
			\$ < 5M \$ \$ 5-20M \$ \$ \$ 20-100M \$ \$ \$ \$ 100+M			
	Large Projects (Committed)					
I	Central Motorway Junction Stage 2 @ @	Congestion Relief/TDM	23.42			
	Large Projects (Priority Order)					
I 6	Ti Atatu – Royal 6L	Congestion Relief/TDM	\$ \$ \$			
20	Manukau Harbour Crossing	Congestion Relief/TDM	\$ \$ \$ \$			
	Small and Medium Projects (Priority Order)					
I	Greenlane East Interchange	Congestion Relief/TDM	4.15			
I	Orewa Township Upgrade	Safety	\$			
	Passing Lanes (Priority Order)					
I 6	Old Railway Road East Bd PL	Safety	\$			
	Stock Effluent Disposal Facility					
I	Wellsford	Environmental	\$			
	Walking & Cycling					
I 6	Westgate Pedestrian Facility	Access	\$			
	Strategic Studies					
	Northern Busway Extension to Orewa (committed)					
	SH1/16 Auckland to Wellsford					

Denotes funding sources as shown on the bottom of the page.

Appendix 1 lists large projects and their objectives to be achieved under the Act, as well as options and alternatives considered.

Value of remaining works to be funded from Land Transport NZ.

Estimated total cost of project (all phases).

Committed phase. Value of remaining works to be funded from Land Transport NZ.

Appendix 2 gives a generic list of how projects contribute to the purposes of the Act, as well as options and alternatives considered.

All projects other than large will be carried out within the first three years of the plan.

The phase is shown in the 06/07 year should continue into the plan years (where relevant) so the icon after these phases, and those shown in the forecast years are shown grey. This is to represent indicative timings given that the outcomes of the earlier phases are not fully known.

Denotes in conjunction with third party contributions outside NLTP funding.

@ denotes regionally distributed funds

© denotes crown funding

\$ in conjunction with third party contributions outside NLTP funding

COMMONLY USED ABBREVIATIONS WITHIN THE REGIONAL TEXT AND TABLES

Project Names		Project Related Information	
AHB	Auckland Harbour Bridge	CCTV	Close Circuit Television
ATTOMS	Auckland Transit Traffic Operation Management System	SH	State Highway
CMJ	Central Motorway Junction	Var	various
SWATT 2010	South Waikato and Taupo Target 2010	VMS	Variable Message Signs
UH Br	Upper Harbour Bridge	Nth	north
ALPURT	Albany to Puhoi realignment	NB or Nth Bd	northbound
		Sth	south
		SB or Sth Bd	southbound
		West Bd	westbound
		East Bd	eastbound
Project Type			
4L	Four laning		
6L	Six laning		
8L	Eight laning		
ATMS	Advanced Traffic Management Systems		
Aux	Auxiliary		
BPL	Bus Priority Lane		
EF	Stock Effluent Disposal Facility		
Ext	Extension		
Imp.	Improvement		
I/C	Interchange		
I/S or Int	Intersection		
Ped	Pedestrian		
PL	Passing Lane		
Realign	Realignment		
SE	Seal Extension		
SI	Safety Improvement		
SVB	Slow Vehicle Bay		
TDM	Travel Demand Management		
Related Documents and Organisations			
		LTMA	Land Transport Management Act 2003
		MOT	Ministry of Transport
		NZTS	New Zealand Transport Strategy
		NLTP	National Land Transport Programme
		RLTS	Regional Land Transport Strategy

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