



# DOUBLE THE FEET ON THE STREET

NZ Walking Conference 2008  
4-5 August, Auckland

Conference Organisers  
Harding Consultants Ltd

P: +64 3 352 5598  
F: +64 3 352 0197  
E: glenda@hardingconsultants.co.nz  
W: www.livingstreets.org.nz/2008conf.htm  
PO Box 5512, Christchurch.

<b>Surname</b>	Kortegast	<b>First Name</b>	Peter
<b>Organisation</b>	Opus Consultants Nelson		
<b>Postal address</b>	Private Bag 36 Nelson		
<b>E-mail Address</b>	peter.kortegast@opus.co.nz		
<b>Phone number</b>	(03) 546-3666	<b>Fax Number</b>	(03) 5489528
<b>Presentation topic</b>	<b>Economic Evaluation and LTNZ funding process</b>		
<b>Presentation title</b>	How to get LTNZ to pay for your footpaths?		
<b>Presentation Style</b>	<b>Presentation</b> <input checked="" type="checkbox"/> <b>Workshop / Walkshop</b> <input type="checkbox"/> <b>Other</b> <input type="checkbox"/>		
<b>Estimated Time Required</b>	0-10 mins <input type="checkbox"/>	10-20 mins <input type="checkbox"/>	20-30 mins <input checked="" type="checkbox"/>
<b>Abstract Remit</b>	<p>How the heck did Nelson City Council convince the government to contribute \$700,000 dollars to its five year forward footpath construction programme?</p> <p>No one had ever obtained funding before for local authority footpath work, so what brought about Land Transport NZ (LTNZ) change of heart?</p> <p>The answer is quite simple, no one had asked in the right way.</p> <p>Nelson City Council had an ambitious forward work programme of new footpath construction. The important question, which every local authority must face, is how to pay for it. It had over 18km of existing local urban road without any footpath. This presented a significant impediment to commuter pedestrians and led to a pedestrian crash rate.</p> <p>Nelson City engaged Opus consultants to look at innovative ways to obtain government assistance for this work. Opus adopted a top down approach, which ultimately proved successful. Nelson City obtained capital funding approval from LTNZ in March 2007 for a five year footpath construction programme commencing in July 2007 of \$1.3 Million at a FAR of 53%.</p> <p>Opus developed a commuter pedestrian prediction model, an innovative crash prediction model and selected footpaths within the Nelson programme, which were likely commuter routes.</p> <p>Through this paper we would like to share our footpath economic evaluation funding technique and suggest that other local authorities could obtain similar funding to assist their capital programme. I believe this paper will generate significant interest within local government, as it will help to show new ways to fund sustainable transport initiatives of Councils.</p> <p>This paper will be of interest to local government asset managers, elected representatives and consultants.</p>		

### **Author Profile**

Peter Kortegast is a transportation engineer with over 20 years experience. He has worked both in New Zealand and overseas. He has worked both for local authorities and consultancies in a wide variety of transport roles. Peter has a particular interest in sustainable transport and appropriate application of overseas techniques to New Zealand. He has been involved over the last 8 years in developing Nelson City Council's sustainable transport initiatives and strategic road transport policy.

He now works for Opus Consultants as a Transport Engineer working both locally and nationally on transport solutions.

Peter dislikes death by power point and likes to create audience participation through his theatre skills to bring colour to his message. His presentations are anything but dull, targeted at audience engagement and will challenge the audiences thinking.