



## National overview

This year's National Land Transport Programme (NLTP) outlines the funding for New Zealand's land transport system for 2006/07. A record level of expenditure of \$2.3 billion has been allocated for 2006/07, representing a 14 percent increase from last year. This comprises \$2.09 billion funded from the National Land Transport Account (NLTA), with the remaining \$224 million funded from the National Land Transport Fund (NLTF) for NZ Police. This national allocation includes Crown and regionally distributed funds.

The NLTP is in its second year as a Land Transport New Zealand managed programme. The 2006/07 NLTP sets out a programme of land transport activities that integrates different modes of transport to improve New Zealand's land transport system.

This year's NLTP reflects Land Transport NZ's intention to align funding with our strategic objective of contributing to a safe, integrated, responsible and sustainable land transport system.

It supports the information needs of approved organisations by emphasising, in greater depth, regional land transport system issues.

It also reflects recent funding increases. In November 2005, it became clear that projected revenue for the NLTP was not as high as anticipated, and that costs across the transport sector were higher than predicted. Consequently, Transit New Zealand's (Transit) draft state highway forecast released in early 2006 reprioritised projects to account for this difference in revenue and costs.

In Budget 2006, the government announced increased land transport spending to restore the NLTP to the level of the August 2005 programme and accelerate New Zealand's state highway building programme. Budget 2006 allocated an extra \$1.3 billion for these purposes.

Of the \$1.3 billion, \$862 million will address the shortfall in the NLTP, which will enable the continuation of much needed improvements around New Zealand. The remaining \$425 million will be used to accelerate important projects around the country.

The government has also announced changes to funding arrangements to provide more certainty for future activities, especially state highway construction projects. These changes will enable approved organisations and the construction industry to plan their activities with increased confidence for the next five years.

In addition to the Budget 2006 announcement, an additional \$215 million has been allocated to the Waikato region over the next ten years to improve the safety of long-haul routes linking the Waikato, Bay of Plenty and Auckland.

Land Transport NZ's 2006/07 Land Transport Programme, an evolution of the Safety Administration Programme, forms part of the NLTP for the first time. This land transport programme is the annual programme

of land transport education and enforcement activities delivered by Land Transport NZ, NZ Police and communities. In addition to supporting the government's *Road Safety to 2010 Strategy*, the programme contributes to a range of other governmental strategies under the umbrella of the *New Zealand Transport Strategy*. The inclusion of this land transport programme in the NLTP integrates the planning and funding of enforcement and education activities with engineering and other NLTP activities.

The government's road safety goals for New Zealand are to reduce the number of road deaths each year to no more than 300 and hospitalisations per year to no more than 4,500 by 2010. For 2005, road deaths totalled 405 and hospitalisations totalled 7,142. The level of expenditure in the Land Transport Programme is a continuation of the drive towards the targets in the *Road Safety to 2010 Strategy*.

Individually and collectively, the activities funded through this programme contribute to the purpose and objectives of the Land Transport Management Act 2003 and to Land Transport NZ's objective of contributing to a safe, integrated, responsive and sustainable land transport system.

NLTP ALLOCATIONS	2006/07		2005/06	
	\$ million	%	\$ million	%
Maintenance local roads	405.94	19.4	335.48	18.5
Maintenance state highways	397.07	19.0	355.01	19.6
Construction local roads	206.39	9.1	147.64	8.1
Construction state highways	620.84	29.7	586.20	32.3
TDM*, rail and sea freight	12.33	0.6	10.00	0.6
Passenger transport	301.02	14.4	251.17	13.9
Regional development	20.00	1.0	15.00	0.8
Walking and cycling	11.50	0.6	6.50	0.4
Administration and project control	73.03	3.5	58.29	3.2
Research and performance monitoring	6.06	0.3	6.32	0.3
Promotion, information and education	24.31	1.1	29.62	1.6
Land Transport NZ operating expenditure	11.10	0.5	11.80	0.7
<b>TOTAL</b>	<b>2,089.59</b>	<b>100.0</b>	<b>1,813.03</b>	<b>100.0</b>
NZ Police land transport activities	223.74		216.00	

\*TDM = Transport demand management

## Key features of this NLTP

- A large part of the NLTP represents continued funding for ongoing activities such as road maintenance and passenger transport services, as well as funds committed to projects approved in previous years.
- Maintenance funding for local roads and state highways, which accounts for 41 percent of the NLTP, has increased by \$24 million to \$690 million. The increase in maintenance funding is being driven, firstly by increased maintenance costs particularly in areas of high traffic volumes resulting in traffic management issues and restricted work hours for contractors, and secondly due to growth in heavy vehicle traffic.
- Construction funding for local roads increases 56 percent to \$144 million, while funding for state highway construction has increased by 30 percent to \$518 million. A considerable portion of this increase can be attributed to very large projects such as Auckland's northern motorway extension (ALPURT B2), New Zealand's first toll project under the Land Transport Management Act 2003.
- Passenger transport will receive \$240 million – an increase of \$122 million from 2004/05. This is due to this activity class now including capital expenditure, such as passenger rail refurbishment and infrastructure. Funding will be provided to all regions for passenger transport services and, in most regions, improvements to encourage patronage, thus reducing traffic congestion and reducing

emissions. Auckland, the Waikato region and Wellington will receive funding for infrastructure projects such as 'park and ride' facilities to encourage people to use passenger transport.

- Other features of the NLTP include: development of toll systems, more emphasis on passenger transport infrastructure, continued growth in walking and cycling projects and specific allocations for transport demand management and travel behaviour change.
- An allocation of \$51.5 million has been set aside for specific activities such as emergency works and preventive maintenance to minimise the threat of road closure.

## New Zealand regional summary

The amounts allocated to regions, as shown in the following table, represent only known allocations from the National Land Transport Account. Generally, this covers road maintenance, passenger transport services and construction projects where funding has already been approved. It does not include funding not yet allocated to particular projects. A large part of road construction, walking and cycling and passenger transport infrastructure funding can not be allocated to regions at this time. Therefore the amounts shown for each region will increase as projects are approved during the year; a decrease in the amount for funding for a region does not mean there will be a decline in the amount of funded transport activity.

## National, regional and Crown funding

Funding is allocated from three sources: the national (N) fund; the regionally distributed (R) fund and the Crown (C) fund:

- R funding is distributed geographically based on population and is used for a range of transport activities including local road and state highway construction and passenger transport infrastructure projects that have insufficient national priority to be funded from N. Details of the indicative projects can be found in the NLTP book. In general, the same financial assistance rates apply to projects whether they are N, R or C funded.
- C funding comes from the Crown account contributed by government for specific regions' land transport needs. In 2006/07 C funding has been set aside for:
  - Auckland for passenger transport projects (\$50 million)
  - Bay of Plenty to allow the Harbour Link project to proceed without tolling (\$55 million)
  - Wellington to advance projects on SH 2 (\$15 million).

ALLOCATED BY REGION	2006/07		2005/06	
	\$ million	%	\$ million	%
Northland	51.29	2.5	52.89	2.9
Auckland	558.70	26.7	450.73	24.9
Waikato	135.14	6.5	143.24	7.8
Bay of Plenty	55.00	2.6	83.33	4.6
Gisborne and Hawkes Bay	72.78	3.5	63.66	3.5
Taranaki	30.65	1.5	30.90	1.7
Manawatu/ Wanganui	52.66	2.5	75.70	4.1
Wellington	118.29	5.7	123.57	6.8
Marlborough, Nelson and Tasman	37.04	1.8	33.39	1.8
Canterbury	87.78	4.2	94.95	5.2
West Coast	22.93	1.1	22.86	1.3
Otago and Southland	95.41	4.6	92.09	5.0
Chatham Islands	2.05	0.1	1.65	0.1
Unallocated N	672.81	32.2	392.70	21.7
Unallocated R and C	97.06	4.6	130.81	7.2
TOTAL	2,089.59	100.0	1,813.03	100.0

# Gisborne & Hawkes Bay



Maintaining open, safe and useable routes is a major issue across road, rail and coastal shipping modes for Gisborne. Topography and weather combine to make road access to Gisborne unreliable. Road alignment improvements are difficult to prioritise within a national programme because traffic volumes are relatively low.

Most priority work under regional development in Gisborne will be completed by the end of 2007/08. This includes pavement strengthening, widening and sealing of most major access routes to production forests in the region.

Strong residential growth in Hawkes Bay, particularly in the 'greenfields' subdivision development on the outskirts of existing residential areas, has the potential to put

pressure on the road network of the Hastings district. Access to the port of Napier, particularly from the south, continues to be an issue for the city of Napier with heavy trucks competing with tourism activities and local traffic on city streets.

Wairoa district shares similar issues as Gisborne district over the safety and efficiency of the SH 2 link to Hawkes Bay. The length of SH 2 between Wairoa and Napier includes the substandard and difficult Matahorua and Putorino gorges.

The road safety goal for the Gisborne/Hawkes Bay region is that by 2010 fatalities and hospitalisations will be fewer than 240 per annum. There were 324 fatalities and hospitalisations due to road crashes in 2005.

NLTP ALLOCATIONS	2006/07		2005/06	
	\$ million	%	\$ million	%
Maintenance local roads	30.90	42.5	25.94	40.7
Maintenance state highways	26.14	35.9	26.53	41.7
Construction local roads*	4.44	6.1	5.18	8.1
Construction state highways*	8.77	12.1	4.21	6.7
TDM, rail & sea freight*				
Passenger transport*	0.49	0.7	0.46	0.7
Regional development*	0.76	1.0	0.05	0.1
Administration and project control*	0.81	1.1	0.73	1.2
Promotion, information and education	0.47	0.6	0.56	0.9
<b>TOTAL</b>	<b>72.78</b>	<b>100.0</b>	<b>63.66</b>	<b>100.0</b>
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NZ Police land transport activities	11.50		11.14	

\* These figures are likely to increase as additional projects are approved during the year.



Improvements at the intersection of the Meanee Road interchange with the Hawkes Bay expressway on SH 50, near Taradale, will ease traffic congestion and improve safety. Photo courtesy of Transit.

## Completed works

Land Transport NZ's funding in the past year enabled the successful completion of:

- seal extensions in Gisborne (\$270,000) and Hastings (\$1.5 million), and pavement smoothing in Hastings (\$2.2 million)
- Prebensen Drive, a new arterial road reducing congestion on existing urban streets in Napier city (\$7 million)
- the construction of passing lanes south of Maharakeke Bridge reducing congestion and improving safety (\$602,300)
- the construction of Customhouse Street intersection on SH 35 in Gisborne (\$658,300).

## Continuing works

Continued funding has been committed to projects from last year. In the Gisborne and Hawkes Bay regions, this includes funding of:

- intersection improvements at the Meanee Road interchange with the Hawkes Bay expressway, SH 50 in Taradale to improve traffic flow (\$8.6 million)
- a regional development roading programme for forestry operations in Gisborne (\$6.4 million) and a similar programme in Wairoa (\$964,000).

## Road maintenance

A total of \$57.04 million has been allocated to the maintenance of the Gisborne and Hawkes Bay regions' road networks, an increase of \$4.57 million from last year's allocation. Of the total, \$30.9 million is for the maintenance of the regions' local roads and \$26.14 million for state highways. These funding levels will ensure the level of service provided to road users is maintained.

## Road construction

Projects on the indicative priority list that may be approved over the year if local authorities or Transit submit applications and the projects continue to meet funding requirements include:

### State highway projects

- Investigation of the southern extension to the Hawkes Bay expressway to reduce delays and accidents (\$220,000).
- Investigation of the Matahorua Gorge realignment in Hawkes Bay to provide efficient and secure route access (\$400,000).

Gisborne and Hawkes Bay state highway projects that may commence during the year as part of Transit's national block allocation:

- Design of the Tahaenui Bridge replacement and realignment on SH 2 to improve safety (\$140,000).

- Construction of improvements to the Meeanee/Awatoto Road intersection on SH 2 to improve safety (\$167,000).
- Construction of the Moturoa curve realignment on SH 2 to improve safety (\$551,000).
- Design of improvements to the curve north of Kaiteratahi Hill on SH 2 near Gisborne to improve safety (\$20,000).

### Passenger transport

A total of \$494,500 has been allocated to Gisborne and Hawkes Bay for passenger transport services and total mobility schemes.

### Promotion, information and education

The Community Road Safety Programme (CRSP) funding allocation for the region for 2006/07 is \$410,000 and \$60,000 is allocated to advertising in support of community initiatives.

### NZ Police land transport activities

Funding for NZ Police land transport activities in the region totals \$11.5 million. This comprises:

- \$9.52 million for strategic road policing activities (speeding, drinking and drugged driving, seatbelt, road safety and other enforcement)

- \$500,000 for community engagement on road policing (school road safety education and Police community services)
- \$1.4 million for road policing incident and emergency management (crash attendance and investigation and traffic management)
- \$70,000 for road policing resolutions (management of sanctions, prosecution and court orders).

The \$11.5 million includes additional road policing resource for the 2006/07 year of 0.1 FTE for crash attendance and investigation.

## Manawatu/Wanganui



The main focus in the Manawatu/Wanganui region continues to be maintaining the existing network, with the majority of funding allocated to the region's road maintenance.

An ongoing concern is the use of the region's roads by heavy vehicles. Planning for future arterial routes through and around Palmerston North is the subject of study and consultation.

A further priority is managing the connections between state highways and local roads, as well as access to state highways from adjacent

land, so that key arterial roads work well for long distance traffic.

Most repair work arising from the February 2004 floods is now complete, hence maintenance funding is less than previous years.

The road safety goal for the Manawatu/Wanganui region is that by 2010 fatalities and hospitalisations will be fewer than 300 per annum. There were 559 fatalities and hospitalisations due to road crashes in 2005.

NLTP ALLOCATIONS	2006/07		2005/06	
	\$ million	%	\$ million	%
Maintenance local roads	31.43	60.0	40.45	53.4
Maintenance state highways	10.37	19.7	11.30	14.9
Construction local roads*	3.93	7.5	2.61	3.5
Construction state highways*	4.33	8.2	18.37	24.2
Passenger transport*	1.26	2.4	1.14	1.5
Walking and cycling*	0.17	0.2		
Administration and project control*	0.79	1.5	1.00	1.3
Promotion, information and education	0.55	1.0	0.66	0.9
<b>TOTAL</b>	<b>52.67</b>	<b>100.0</b>	<b>75.70</b>	<b>100.0</b>

  

NZ Police land transport activities	14.00		13.37	
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\* These figures are likely to increase as additional projects are approved during the year.

### Completed works

Land Transport NZ's funding in the past year enabled the successful completion of:

- the replacement of Saddle Road bridge, between Palmerston North and the Manawatu district, damaged in the February 2004 floods (\$20.2 million)
- improvements to the Koputaroa Bridge in Levin for safety reasons (\$600,000)
- two safety related roading projects in Palmerston North (\$780,000)
- two cycling projects in Palmerston North (\$310,000)
- three seal extension projects in the Tararua district (\$440,000).

### Continuing works

Continued funding has been committed to projects from last year. In the Manawatu/Wanganui region this includes funding of:

- realignment of SH 1 near Hihitahi Bluffs between Taihape and Waiouru to improve safety (\$19 million).

### Road maintenance

A total of \$41.8 million has been allocated to the maintenance of the Wanganui and Manawatu regions' road networks, a decrease of \$9.95 million from last year's allocation. Of the total, \$31.43 million is for the maintenance of the region's local roads and \$10.37 million for state highways. This decrease is primarily due to the completion of major emergency works as a result of the February 2004 floods.

## Road construction

Projects on the indicative priority list that may be approved over the year if local authorities or Transit submit applications and the projects continue to meet funding requirements include:

### Local roading projects

- The start of a three year programme of seal extensions in Rangitikei on the Napier-Taihape Road (\$6.5 million).
- An upgrade of Saddle Road (\$470,000) and seal extension of Coast Road (\$350,000) in the Tararua district.
- Construction work on Purnell Road in Wanganui (\$250,000).
- In Palmerston North, three significant upgrading projects to James Lane, Kelvin Grove and Railway Road (\$5.02 million) and pavement smoothing work (\$600,000).

*Wanganui and Manawatu state highway projects that may commence during the year as part of Transit's national block allocation:*

- Construction of the Awahuri intersection on SH 3 to improve safety and traffic flows (\$940,000).

- Construction of the Makomako intersection in Levin on SH 1 (\$260,000), of a right turn bay on the intersection of Newbury Line and SH 54 west of Palmerston North (\$790,000), and of the Queen Street and SH 57 intersection (\$310,000), all to improve safety.

- Design of a T-junction at Opiki on SH 56 to improve safety (\$40,000).

- Investigations of the Manunui intersection (\$30,000) and of a realignment north of Upokongaro (\$35,000), both on SH 4.

## Passenger transport

A total of \$1.26 million has been allocated to the Manawatu/Wanganui region for passenger transport services and total mobility schemes.

Free bus services will continue to be made available for Massey University students and staff between the university and Palmerston North. This service is aimed at reducing congestion near the university.

## Promotion, information and education

The Community Road Safety (CRSP) funding allocation for the

Manawatu/Wanganui region for 2006/07 is \$499,000 and \$47,000 is allocated to advertising in support of community initiatives.

## NZ Police land transport activities

Funding for NZ Police land transport activities in the Manawatu/Wanganui region totals \$14 million. This comprises:

- \$11.99 million for strategic road policing activities (speeding, drinking and drugged driving, seatbelt, road safety and other enforcement)
- \$500,000 for community engagement on road policing (school road safety education and Police community services)
- \$1.44 million for road policing incident and emergency management (crash attendance and investigation and traffic management)
- \$72,000 for road policing resolutions (management of sanctions, prosecution and court orders).

The \$14 million includes additional road policing resource for the 2006/07 year for targeted enforcement on rural roads (1.7 FTE) and crash attendance and investigation (0.4 FTE).

# Wellington



Wellington is waiting for the completion of a number of key reports (such as the review of the Regional Land Transport Strategy, the Ngauranga to Airport Corridor Study, and the Wellington Regional Strategy) to give clarity and direction to its land transport.

Reliable access to key regional facilities, particularly the hospital in Newtown and the airport, will be addressed in the Ngauranga to Airport Corridor Study. The study will examine strategic options for the area between Ngauranga interchange and Wellington airport, taking into account how to best support current and future land use, social, business, recreational, health and other goals.

The Western Corridor Plan (SH 1 from Ngauranga to Peka Peka, just north of Waikanae) has recently been accepted by the Greater Wellington Regional Council as part of the draft Regional Land Transport Strategy. Improvements are needed to reduce congestion and address safety issues along this route. Projects on the Western Corridor, including improvements to rail services,

the Kapiti Western Link Road and the development and construction of the Transmission Gully motorway are now part of the draft Regional Strategy, which will be consulted on in late 2006. Careful consideration will be required to ensure the appropriate balance between passenger transport and road capacity is developed.

Budget 2006 advances the investigation phase of the Transmission Gully motorway.

The region's passenger transport system, which carries over 31,000 commuters to and from Wellington's city centre each day, is expected to be put under increasing pressure as fuel prices continue to rise. Improvements to the system have been made with more to come, such as the refurbishment of the Wellington-Wairarapa rolling stock.

The road safety goal for the Wellington region is that by 2010 fatalities and hospitalisations will be fewer than 240 per annum. There were 318 fatalities and hospitalisations due to road crashes in 2005.

NLTP ALLOCATIONS	2006/07		2005/06	
	\$ million	%	\$ million	%
Maintenance local roads	23.54	20.0	21.62	17.5
Maintenance state highways	17.35	14.7	20.11	16.3
Construction local roads*	5.44	4.6	4.30	3.5
Construction state highways*	33.46	28.4	41.91	33.9
TDM, rail & sea freight*	1.05	0.4	0.61	0.5
Passenger transport*	34.99	29.7	31.13	25.2
Administration and project control*	1.92	1.6	3.24	2.6
Promotion, information and education	0.54	0.5	0.65	0.5
<b>TOTAL</b>	<b>118.29</b>	<b>100.0</b>	<b>123.57</b>	<b>100.0</b>

NZ Police land transport activities	21.15		20.55	
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\* These figures are likely to increase as additional projects are approved during the year.

## Completed works

Land Transport NZ's funding in the past year enabled the successful completion of:

- the Kaitoke to Te Marua realignment on SH 2, improving safety and travel times (\$14.5 million)
- reconstruction and widening to four lanes on SH 1 from Plimmerton to Mana, and the installation of traffic signals along Mana Esplanade reducing congestion and improving access (\$27.4 million)
- pavement smoothing projects in Wellington (\$3.1 million)
- three seal extension projects in South Wairarapa (\$640,000).

## Continuing works

Continued funding has been committed to projects from last year. In the Wellington region this includes funding of the:

- construction of the inner city bypass, south of The Terrace tunnel on SH 1 in central Wellington, to reduce congestion (\$40.14 million)
- extension to the Centennial Highway median barrier between Paekakariki and Pukerua Bay to improve safety
- construction of the replacement Waiohine Bridge on SH 2 north of Greytown (\$4.6 million)
- construction of an overbridge at MacKays Crossing between Paekakariki and Raumati, to reduce congestion and improve access on SH 1 (\$20.9 million)

- strengthening of the Silverstream bridge in the Hutt Valley to improve network security (\$1 million)

- the Wellington Safer Roads project, aimed at improving safety for all road users (\$2.8 million).

## Road maintenance

A total of \$40.9 million has been allocated to the maintenance of the Wellington region's road networks, a decrease of \$840,000. Of the total, \$23.54 million is for the maintenance of the region's local roads and \$17.35 million for state highways.

## Road construction

Projects on the indicative priority list that may be approved over the year if local authorities or Transit submit applications and the projects continue to meet funding requirements include:

### State highway projects

- Investigation of the Transmission Gully motorway to ease traffic congestion into Wellington city (\$80 million).
- Investigation of improvements around the Basin Reserve to improve traffic flow (\$1 million).

*Wellington state highway projects that may commence during the year as part of Transit's national block allocation:*

- Construction of the Waikanae weigh station on SH 1 (\$1 million).
- Construction of roundabouts on Pembroke Street in Carterton to improve traffic flow (\$230,000).

## Passenger transport

A total of \$34.99 million has been allocated to Wellington's passenger transport services for 2006/07. This represents an increase of \$3.86 million from 2005/06.

## Travel demand management, rail and sea freight

Greater Wellington Regional Council will receive funding to continue a package of travel behaviour change projects. The package includes set-up of a regional travel demand management-travel behaviour change business unit and travel

plan programmes comprising school, workplace and community programmes, and a travel awareness campaign.

## Promotion, information and education

The Community Road Safety Programme (CRSP) funding allocation for the Wellington region for 2006/07 is \$490,000 and \$48,000 is allocated to advertising in support of community initiatives.

## NZ Police land transport activities

Funding for NZ Police land transport activities in the Wellington region totals \$21.15 million. This comprises:

- \$16.32 million for strategic road policing activities (speeding, drinking and drugged driving, seatbelt, road safety and other enforcement)
- \$773,000 for community engagement on road policing (school road safety education and Police community services)
- \$3.93 million for road policing incident and emergency management (crash attendance and investigation and traffic management)
- \$130,000 for road policing resolutions (management of sanctions, prosecution and court orders).

The \$21.15 million includes additional road policing resource for the 2006/07 year of 0.5 FTE for crash attendance and investigation.

# Marlborough, Nelson & Tasman



Improvements to rural roads, in response to a projected increase in forestry production, is an issue for Marlborough. Changes in traffic patterns, particularly heavy vehicle traffic, are placing pressure on some rural roads. Haulage of export logs through the town of Picton has given rise to the use of barging as an alternative. The effects of land use change from pastoral to viticulture has increased traffic volumes significantly in Marlborough, and created a need for road improvements.

An increase in the number of elderly people in Blenheim has raised mobility and access issues. To help address this, a trial bus service tailored to the needs of the elderly in the area has been introduced and will continue in 2006/07.

Nelson's existing arterial roads are not equipped to handle the large traffic volumes projected to access the central business district in the future. Possible solutions include

passenger transport improvements, extra road capacity at peak times for multi-occupant vehicles only, travel demand measures such as school and workplace travel plans, walking and cycling facilities and introducing parking charges. The Nelson and Tasman districts are reviewing their regional land transport strategies to look at the environmental impacts, costs and sustainability of the current road system.

Fast urban growth in Richmond is putting pressure on road capacity. The recent demand for coastal land and its rising value has led to pressure for road relocations, such as the Ruby Bay bypass and a need to improve the main routes into the Tasman district.

The road safety goal for Marlborough, Nelson and Tasman is that by 2010 fatalities and hospitalisations will be fewer than 110 per annum. There were 177 fatalities and hospitalisations due to road crashes in 2005.

NLTP ALLOCATIONS	2006/07		2005/06	
	\$ million	%	\$ million	%
Maintenance local roads	9.44	25.5	9.02	27.0
Maintenance state highways	17.01	45.9	15.12	45.3
Construction local roads*	1.17	3.2	0.99	3.0
Construction state highways*	8.52	23.0	6.92	20.7
TDM, rail & sea freight*	0.24	0.7		
Passenger transport*	0.31	0.8	0.22	0.7
Walking & cycling*			0.25	0.7
Administration and project control*	0.25	0.7	0.23	0.7
Promotion, information and education	0.33	0.9	0.40	1.2
<b>TOTAL</b>	<b>37.04</b>	<b>100.0</b>	<b>33.39</b>	<b>100.0</b>
NZ Police land transport activities	6.92		6.71	

\* These figures are likely to increase as additional projects are approved during the year.

## Completed works

Land Transport NZ's funding in the past year enabled the successful completion of:

- road reconstruction for safety and forestry operations in Marlborough (\$470,000)
- construction of the Dashwood northbound passing lane on SH 1 south of Blenheim to improve safety (\$444,000)
- construction of the Elevation overbridge realignment on SH 1 south of Picton to improve safety (\$2.6 million)
- the Nayland Road/Quarantine Road roundabout to improve traffic flows and reduce delays (\$1.2 million)
- seal extension projects in the Tasman district (\$500,000)
- the Salisbury Road cycle underpass in Richmond (\$760,000).

## Continuing works

- Work continues on replacing the single-lane Awatere Bridge south of Blenheim on SH 1 with a new

two-lane bridge with realigned approaches. This project will provide a higher standard of service for road users, especially heavy vehicles, and improve safety (\$14.7 million).

## Road maintenance

A total of \$26.46 million has been allocated to the maintenance of Marlborough, Nelson and Tasman's road networks, an increase of \$2.32 million from last year's allocation. Of the total, \$9.45 million is for the maintenance of local roads and \$17.01 million for state highways. These funding levels will ensure the level of service provided to road users is maintained.

## Road construction

Projects on the indicative priority list that may be approved over the year if local authorities or Transit submit applications and the projects continue to meet funding requirements include:

## Local roading projects

- Replacement of two bridges and pavement reconstruction on Northbank Road in Marlborough (\$480,000).

- In Nelson, replacement of the Normanby Bridge for structural reasons (\$1.9 million) and a continuation of the cycleway construction programme.

#### State highway projects

- Investigation of the Whangamoa South realignment on SH 60 to improve safety (\$2 million).
- Design of the Ruby Bay bypass to improve safety (\$350,000).

*Smaller state highway projects that may commence during the year as part of Transit's national block allocation:*

- Investigation of the safety improvements to Wratts Road on SH 62 near Rapaura (\$150,000).

#### Passenger transport

Marlborough, Nelson and Tasman will be allocated \$312,400 in 2006/07 for passenger service and total mobility schemes. This represents an increase of \$90,000 since 2005/06.

The trial of a subsidised bus service tailored to the needs of the elderly in Blenheim will continue. Passenger transport improvements are being considered as part of an integrated package of solutions for traffic congestion in Nelson's central business district.

#### Travel demand management, rail and sea freight

Transport plans are being considered as part of the solution for traffic congestion in Nelson city.

#### Walking and cycling

Walking and cycling facilities are being considered as part of the solution for traffic congestion in Nelson city.

<sup>1</sup> Includes the Kaikoura district as this council has clustered with Marlborough district for planning and delivering road policing.

#### Promotion, information and education

The Community Road Safety Programme (CRSP) funding allocation for Marlborough, Nelson and Tasman for 2006/07 is \$319,000 and \$12,000 is allocated to advertising in support of community initiatives.

#### NZ Police land transport activities

Funding for NZ Police land transport activities in the Marlborough, Nelson and Tasman region<sup>1</sup> totals \$6.92 million. This comprises:

- \$5.83 million for strategic road policing activities (speeding, drinking and drugged driving, seatbelt, road safety and other enforcement)
- \$289,000 for community engagement on road policing (school road safety education and Police community services)
- \$760,000 for road policing incident and emergency management (crash attendance and investigation and traffic management)
- \$36,000 for road policing resolutions (management of sanctions, prosecution and court orders).

The \$6.92 million includes additional road policing resource for the 2006/07 year of 0.3 FTE for crash attendance and investigation (management of sanctions, prosecution and court orders).

The figures in the tables in this newsletter are Land Transport NZ's allocations. All project costs in brackets are total costs.

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