

National Land Transport Programme 2009-2012

# Marlborough



NZ TRANSPORT AGENCY  
WAKA KOTAHI

New Zealand Government

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**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.

This document details the funding provided for the Marlborough 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](http://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](http://www.nzta.govt.nz).

## Marlborough – the context

The Marlborough region currently faces a number of transport-related issues, including:

- the need for efficient transport networks to support freight and tourism flows
- road safety concerns associated with increasing heavy traffic movements
- network demands generated by rural-residential subdivisions and population growth in Blenheim.



In balancing these issues against national investment priorities, the NZTA is committed to ensuring the NLTP represents value for money in all activities and across regions. We've achieved this by developing a robust national prioritisation framework, 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 (regional) 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 Marlborough. N (nationally distributed) funding will continue being used to fund the balance of the approved programme.

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 Marlborough's NLTP

This NLTP provides an investment of \$51.3 million for the Marlborough region over the 2009/10-2011/12 period. The NLTP targets investment in three key areas:

- \$18 million on state highway maintenance, operations and renewals.
- Approximately \$16.6 million on state highway improvement projects.
- \$13.2 million on local road maintenance, operations and renewals.

This investment is critical to ensure we maintain appropriate service levels, improve safety and provide route security on key inter-regional freight and tourist routes. It will also ensure we maintain access to key markets and destinations, including the Ports of Nelson and Picton.

In the next three years, key roading improvements are likely to be the Lions Back safety improvements and the Dashwood overbridge on State Highway (SH) 1. These projects are expected to deliver significant economic benefits to the region by improving route security, safety and journey times on a key regional freight route.

A number of other safety and route efficiency improvements are proposed for the balance of the roading network. For an overview of significant projects in the region that are likely to receive funding in the next three years, see the map on page 4.

While the prioritisation process has resulted in most projects in Marlborough's regional land transport programme being reflected in this NLTP, some are unlikely to receive funding – including seal extensions and unsealed road improvements proposed by Marlborough District Council, and Marlborough's public transport service expansion programme. These projects do not align well with national investment priorities, particularly in activity classes where funding is limited. However, existing bus services will continue to receive funding at current levels.

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 funding level.

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 these programmes is approved for 2009/10 only, with the review expected to establish the funding direction for the subsequent two years.

Some projects may attract funding when more information is known about them (particularly in terms of economic efficiency). These could include the Alabama Road and Ross Lane intersection improvements on SH1.

## **Marlborough Regional Transport Committee and Marlborough Roads**

The NZTA, through its Marlborough Roads office, manages the state highway network in Marlborough and local roads on behalf of Marlborough District Council. These combined network contracts offer proven savings through economies of scale and an ability to combine contract scopes across the region's roading networks.

Having both networks managed by one agency also enables the Marlborough Roads office to be a one-stop shop for users, while the close relationship between the NZTA, Marlborough District Council and Marlborough Roads staff ensures mutual understanding and network alignment.

Our thanks go to the Marlborough 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 Marlborough's three-year regional land transport programme, which prioritises all the regional transport activities proposed by Marlborough Roads.

Public submissions on Marlborough's draft programme were reflected by the Marlborough 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, Marlborough District Council and Marlborough Roads will need to actively manage the programmes to ensure we stay on target and deliver our commitments. I look forward to working with the Marlborough Regional Transport Committee, New Zealand Police and Marlborough Roads to implement this NLTP and assist in the continued development of the Marlborough region.



**Deborah Hume**  
Regional Director



# MARLBOROUGH REGION



# Regional summary

## Overview of the Marlborough regional transport system

**Table 1: Key statistics on the Marlborough region (June 2007–July 2008)**

	Marlborough region	New Zealand	Region as % of NZ
Population	44,500	4,268,500	1
Land area (km <sup>2</sup> )	12,500	275,400	5
Imports (gross tonne) <sup>1,2</sup>	1.6 million	79.2 million	2
Exports (gross tonne) <sup>1,2</sup>	1.7 million	73.4 million	2
Gross domestic product (GDP) (\$)	1600 million	155,400 million	1
Passenger transport - bus - boardings	11,700	92,777,200	0
Vehicle kilometres travelled	300 million	40,200 million	1
Fatalities <sup>3</sup>	1	366	0
Serious injuries <sup>3</sup>	32	2553	1
Local roads - urban all (km)	180	17,298	1
Local roads - urban sealed (km)	179	16,956	1
Local roads - rural all (km)	1344	65,601	2
Local roads - rural sealed (km)	685	33,698	2
State highways - all (km)	645	10,906	6
State highways - sealed (km)	645	10,850	6
State highways - motorway (km)	-	172	-

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 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:

- roads of national significance (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 communities<sup>1</sup>
- 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
- relieving severe urban congestion
- improving journey reliability and/or capacity on key routes
- network security and resilience on key routes

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

- 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.

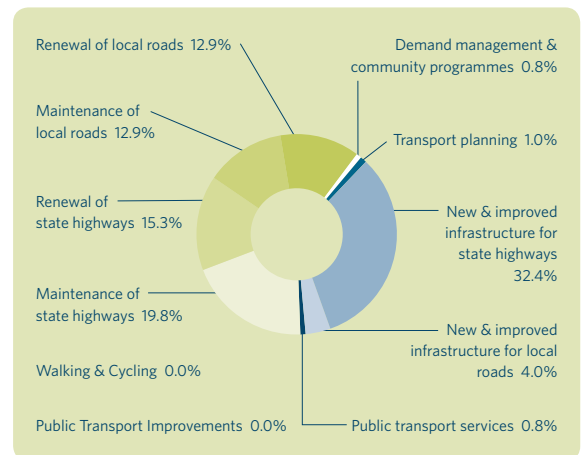
It's important to note that safety, particularly reducing the number of deaths and serious injuries as a result of road crashes, has always been and remains a core NZTA priority.

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](http://www.nzta.govt.nz).

## Expected expenditure in Marlborough

**Table 2: Expected expenditure in Marlborough**

Marlborough	2009/12	% of total
Walking and cycling	-	0.0%
Transport planning	0.5	1.0%
Public transport improvements	-	0.0%
New & improved infrastructure for state highways	16.6	32.4%
New & improved infrastructure for local roads	2.1	4.0%
Public transport services	0.4	0.8%
Maintenance of state highways	10.2	19.8%
Renewal of state highways	7.9	15.3%
Maintenance of local roads	6.6	12.9%
Renewal of local roads	6.6	12.9%
Demand management & community programmes	0.4	0.8%
	<b>51.3</b>	<b>100%</b>



Note: includes R funds of \$12m

## State highway and local road operations, maintenance and renewal

The demands of Marlborough's primary and tourism sectors, together with localised population growth and safety concerns, place a heavy reliance on the region's state highway and local roading network. Maintenance, operations and renewal activities are therefore critical to ensure the network remains safe, resilient and secure. NZTA has approved a three-year allocation and expects organisations to manage the required maintenance, operations and renewal programmes including any changes in costs within that allocation.

Approximately \$18 million of Marlborough's forecast expenditure in 2009-2012 will go into the maintenance and renewal of the region's state highway network, with a further \$13.2 million allocated to maintenance and renewal activities on the local roading network. Key activities will include:

- resurfacing higher-trafficked urban areas in Blenheim with asphalt to keep roads in good condition
- installing guardrails and wire-rope barriers to improve safety for road users
- installing speed-activated warning signs in key locations to improve safety by letting drivers know when they should slow down.



## State highway and local road improvements

Marlborough's state highway and local roading networks play a vital role in connecting the region's primary production areas and tourist destinations to key internal and external markets.

Approximately \$16.6 million has been allocated to state highway improvements in the next three years, with a further \$2.1 million allocated to local road improvements. These improvements focus on projects that improve route reliability and safety and deliver journey time savings.

Key projects likely to receive funding in the next three years include:

- SH1 Lions Back Hill safety improvements to improve alignment and passing opportunities over the summit
- SH6 Sneiders Creek realignment, to realign several curves and widen the bridge
- SH1 Dashwood overbridge realignment to improve route security and safety.

## Road Policing Programme

NLTP funding for New Zealand Police road policing activities in Marlborough is combined with that for Kaikoura, and totals approximately \$3 million for 2009/10. This includes:

- approximately \$2.6 million for strategic policing of the 'fatal five' road safety issues: speeding, drink driving, restraints, dangerous or careless driving and high-risk drivers
- approximately \$350,000 for incident and emergency management, which includes crash attendance and investigation, and traffic management
- \$15,000 for road policing resolutions, which include sanctions, prosecutions and court orders
- approximately \$130,000 for community engagement in road policing, including police community services and school road safety education.

The detailed 2009/10 Road Policing Programme can be viewed on the New Zealand Police website at [www.police.govt.nz/service/road/](http://www.police.govt.nz/service/road/), and the programmes for 2010/11 and 2011/12 will be published annually on this website once approved by the Minister of Transport.

## Other activity classes

The NLTP allocates funding to a range of other activity classes, including:

- transport planning via the Marlborough Safe, Sustainable and Efficient Routes Study
- demand management and community programmes.
- public transport services, with approximately \$400,000 to maintain current services.



# Regional tables

## Key (for tables)

<b>FTE staff</b>	The number of full time equivalent NZ Police staff allocated to the activity.
<b>Phase type</b>	The phase type of the project phase listed on this row.
S	Study
I	Investigation
D	Design
C	Construction
P	Property purchase
<b>NLTP status</b>	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.
<b>Funding priority</b>	
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.
<b>SH</b>	The state highway associated with the project or programme.
<b>WC</b>	Work category.
<b>Profile</b>	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.
<b>Total phase costs \$000</b>	The total cost of the project phase for all years, including local share subsidy.
<b>Prev. spend \$000</b>	The total spent to date on the phase for all years, including local share subsidy.
<b>%FAR</b>	The funding assistance rate applying to the phase.
<b>NLTF</b>	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.
<b>Indicative funding source</b>	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	

Marlborough 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*
<b>Renewal of local roads</b>											
Road renewals	Local Roads		App.			13,887.6	2,005.8	2,109.8	2,272.7		N
<b>Operation and maintenance of local roads</b>											
Road operations and maintenance	Local Roads		App.			13,791.4	1,870.1	2,110.8	2,387.5		N
<b>New &amp; improved infrastructure for local roads</b>											
Bridge Replacement Programme 08/09	-		Com	322	56%	243.0	123.2	-	-		N
Minor improvements 2009/12			App.	341		-	310.1	300.4	326.8		N
Improve, expand or replace network group			Alloc.				350.0	300.0	300.0		
Jacksons Rd /Old Renwick Rd Intersection Upgrade 09/10	9	MMM	Cat2	324	56%	637.0	356.7	-	-	Possible	R/N
Unsealed Road Improvements	-	MMM	Cat2	324	56%	200.0	-	56.0	56.0	Possible	R/N
User benefits improvements group			Alloc.				-	-	-		
Seal Extensions	28	LMM	Reserve	325	56%	1,096.0	109.8	168.0	336.0	Res. A	
<b>Public transport services</b>											
Bus services	Operations		App.	511	50%	374.9	58.3	64.1	65.0		N
Public transport facilities maintenance and operations	Operations		App.	514	60%	12.0	2.4	2.4	2.4		N
Public transport professional services/ administration	Operations		App.		50%	24.0	4.0	4.0	4.0		N
Total mobility flat payments	Operations		App.	521	100%	54.0	18.0	18.0	18.0		N
Total mobility operations	Operations		App.	517	50%	300.0	50.0	50.0	50.0		N
Wheelchair hoists	Operations		App.	519	60%	15.0	-	4.5	4.5		N
<b>Demand management &amp; community programmes</b>											
Marlborough Community Programme 2009/2012	Implementation		App.	432	75%	-	124.1	-	-		N
<b>Transport planning</b>											
Regional land transport planning management	Implementation		App.	001	100%	80.6	27.7	26.5	26.4		
Asset Management Planning	Study	ML	Cat2	003	56%	193.0	35.3	11.2	61.6		N
Rail freight and sea freight											
Port Underwood Log Barging	Construction		Com	442	57%	947.0	52.8	-	-		
<b>Supergold card</b>											
Supergold trip administration	Implementation		App.			12.0	4.0	4.0	4.0		
Supergold trip payments	Implementation		App.			45.0	15.0	15.0	15.0		
<b>Marlborough District Council SPR</b>											
<b>Renewal of local roads</b>											
Road renewals	SPR		App.			67.0	65.0	1.0	1.0		N
<b>Operation and maintenance of local roads</b>											
Road operations and maintenance	SPR		App.			94.0	30.0	31.0	33.0		N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2009/12	SPR		App.	341		-	7.6	2.3	2.4		N

Marlborough 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*
<b>Renewal of state highways</b>													
Road renewals	State Highways				App.			7,565.1	2,590.3	2,487.4	2,487.4		N
Scour Investigation 9/12	Construction	20			Cat2	241	100%	164.0	53.0	55.0	56.0		
<b>Operation and maintenance of state highways</b>													
Road operations and maintenance	State Highways				App.			9,763.2	3,253.0	3,255.1	3,255.1		N
<b>New &amp; improved infrastructure for State highways</b>													
Awatere Bridge	Construction	1			Com	322	100%	13,782.5	20.0	-	-		N
Lions Back Safety Improvements	Design	3			Com	324	100%	288.4	288.4	-	-		N
Grovetown NB PL	Construction				Com		100%	789.9	30.0	-	-		R
Sneiders Creek Realignment	Design				Com		100%	205.0	200.0	-	-		N
Sneiders Creek Realignment	Investigation				Com		100%	124.9	9.3	-	-		N
Minor improvements 2009/12	State Highways				App.	341		-	377.4	393.8	393.8		N
Lions Back Safety Improvements	Property				App.	324	100%	637.7	315.0	322.7	-	Probable	R/N
Lions Back Safety Improvements	Construction	3			Cat2	324	100%	6,887.3	-	1,793.8	3,138.4	Probable	R
Dashwood Overbridge	Construction				Cat2	322	100%	6,753.9	-	-	2,201.1	Probable	R/N
Dashwood Overbridge	Design	4			Cat2	322	100%	206.0	206.0	-	-	Probable	R/N
Dashwood Overbridge	Property				Cat2	322	100%	104.5	51.6	53.0	-	Probable	R/N
Improve, expand or replace network group	Group allocation				Alloc.			2,156.3	2,371.9	2,371.9			
SH15 Pukapuka Stream - Realignment	Investigation	5			Cat2	324	100%	103.0	103.0	-	-	Probable	R
SH15 Pukapuka Stream - Realignment	Design	5			Cat2	324	100%	80.0	-	80.0	-	Probable	R
SH6 Battys Road I/S	Investigation	14			Cat2	324	100%	13.0	-	-	13.0	Probable	R
Sneiders Creek Realignment	Construction	2			Cat2	324	100%	1,783.0	-	874.0	909.0	Probable	R
Improved Driver Information 9/12	Construction	30			Cat2	321	100%	157.4	50.9	52.5	54.0	Probable	R/N
Marlborough Region PL	Investigation	18			Cat2	324	100%	124.0	124.0	-	-	Probable	R/N
Marlborough Region PL	Design	18			Cat2	324	100%	127.0	-	127.0	-	Probable	R/N
Marlborough Region PL	Construction	18			Cat2	324	100%	765.0	-	-	765.0	Probable	R/N
Property Acquisitions 9/12	Property	29			Cat2	331	100%	541.9	175.3	180.6	186.0	Probable	R/N
Rehabilitation Seal Widening 9/12	Construction	1			Cat2	324	100%	196.8	63.7	65.6	67.5	Probable	R/N
Safety Retrofit 9/12	Construction	1			Cat2	324	100%	590.3	191.0	196.7	202.6	Probable	R/N
Seismic Retrofit 9/12	Construction	19			Cat2	322	100%	836.0	-	60.0	776.0	Probable	R/N
SH1 Mirza Bridge Widening	Investigation	25			Cat2	322	100%	43.7	-	-	43.7	Probable	R/N
SH1 Tarbarrel Southbound P/L	Investigation	24			Cat2	324	100%	87.0	-	-	87.0	Probable	R/N
SH15 Dazzle Corner - Realignment	Investigation	6			Cat2	324	100%	170.0	170.0	-	-	Probable	R/N
SH15 Dazzle Corner - Realignment	Design	6			Cat2	324	100%	175.0	-	175.0	-	Probable	R/N
SH6 Bells Road / St Leonards Road I/S	Investigation	17			Cat2	324	100%	57.0	57.0	-	-	Probable	R/N
SH6 Colemans I/S	Design	13			Cat2	324	100%	36.0	36.0	-	-	Probable	R/N
SH6 Rai Saddle Southside Curve Realignment - Sec C	Investigation	22			Cat2	324	100%	164.7	-	42.4	122.3	Probable	R/N
Strategic Plan Initiatives 9/12	Construction	27			Cat2	324	100%	472.2	152.8	157.4	162.1	Probable	R/N
SH1 / Alabama Road Intersection Improvements	Investigation	15			Cat2	324	100%	66.0	-	-	66.0	Possible	N
SH1 Ross Lane I/S	Investigation	23			Cat2	323	100%	76.5	-	-	76.5	Possible	N
SH62 Rapaura - Wratts to SH1	Construction	16			Cat2	324	100%	3.2	2.3	0.9	-	Possible	N
SH63 Eves Bridge 2L	Investigation	31			Cat2	322	100%	65.6	-	-	65.6	Possible	N
SH63 Renwick Back Road - Seal Widening	Investigation	26			Cat2	324	100%	54.6	-	-	54.6	Possible	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*
<b>Demand management &amp; community programmes</b>											
Community Advertising 9/12 - Marlborough			App.	432	100%	-	13.2	-	-		N
<b>Walking and cycling facilities</b>											
Walking and Cycling - Access and community benefits											
Group allocation											
SH1 Spring Creek to Blenheim Cycle Improvements	8	LMM	Reserve	452	100%	50.0	50.0	-	-	Res. A	
SH1 Spring Creek to Blenheim Cycle Improvements	8	LMM	Reserve	452	100%	51.5	-	51.5	-	Res. A	
SH1 Spring Creek to Blenheim Cycle Improvements	8	LMM	Reserve	452	100%	1,103.3	-	-	1,103.3	Res. A	
SH1 Blenheim to Riverlands Cycle Improvements	7	LMM	Reserve	452	100%	50.0	50.0	-	-	Res. A	
SH1 Blenheim to Riverlands Cycle Improvements	7	LMM	Reserve	452	100%	30.9	-	30.9	-	Res. A	
SH1 Blenheim to Riverlands Cycle Improvements	7	LMM	Reserve	452	100%	742.6	-	-	742.6	Res. A	
<b>Transport planning</b>											
Activity management plans											
Marlborough Safe, sustainable and Efficient Routes	1	MM_	Cat2	003	100%	287.4	93.1	97.1	97.1		N
			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)
<b>Nelson/Marlborough/Tasman/Kaikoura</b>				
<b>Police district managed activities</b>				
Traffic camera operations	2.4	378.3	4.9	784.3
Enhanced alcohol CBT project	4.9	788.5	4.2	674.5
Court orders	0.3	42.6	1.7	272.8
			4.0	639.4
<b>NZTA Highway and Network Operations</b>				
Highway patrol	14.7	2,349.6	0.5	74.6
<b>Kaikoura and Marlborough Districts</b>				
Speed control	1.8	280.3	0.9	138.5
Drinking or drugged driver control	3.9	625.5	3.6	575.4
Restraint device control	0.7	109.8	0.7	111.9
Visible road safety and general enforcement	1.9	305.8		
Police community services	0.2	37.3		
School road safety education	0.6	90.6		
Crash attendance and investigation	2.0	314.3		
Traffic management	0.3	42.6		

# 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"> <li>▪ coastal shipping (including transport by means of harbour ferries, or ferries or barges on rivers or lakes) and associated infrastructure</li> <li>▪ the infrastructure, goods and services (including education and enforcement), the primary purpose of which is to improve public safety in relation to that transport.</li> </ul>
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

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### NATIONAL OFFICE

Victoria Arcade, 44 Victoria St  
Private Bag 6995  
Wellington 6141  
New Zealand

T 64 4 894 5400  
F 64 4 894 6100

### Marlborough Roads

Level 1, The Forum, Unit 2.4  
Market St  
PO Box 1031  
Blenheim 7240

T 64 3 577 1850  
T 0800 MARLANDS  
T 0800 627 573  
F 64 3 577 5309

### 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