

National Land Transport Programme 2009-12

Marlborough



What has been happening in Marlborough

There has been significant activity in Marlborough over the first 18 months of the 2009-2012 NLTP, with good progress across the majority of the NLTP programme.

This includes construction starts on SH1 Lions Back Hill safety improvements, SH6 Sneiders Creek realignment and SH62 Wratts to Spring Creek seal widening projects. Investigations have also recently started on SH6/Battys Road and Coleman's Road intersection in Blenheim, with investigations well advanced on the SH1s Pukapuka Stream and Dazzle Corner realignments.

However, some project phases have been deferred as part of ongoing reviews. This includes the design phases for SH1s Pukapuka Stream and Dazzle Corner, as both projects are likely to be reconsidered as part of the scope of a larger potential project - Welds Pass. The ability to progress this larger project will be subject to alignment with national funding priorities. Investigations into new passing lane projects have also been deferred to date, pending the development of a regional passing and overtaking strategy.

Looking forward, SH1 Dashwood Overbridge realignment is due to start construction in 2011/12, with a number of smaller state highway improvement projects to be considered for investigation, design and construction over the next 18 months. Commencement of these works will, however, be subject to alignment with national funding priorities.

All maintenance, operations and renewal budgets for the state highway and local roading networks are fully committed, with the balance of the programme on track for delivery by the end of the current NLTP period.

Other achievements and challenges

- Marlborough District Council's bridge replacement programme is nearing completion.
- When the 2009-12 NLTP was released, the NZTA signalled changes to the Demand Management and Transport Planning activity classes. These have since been introduced and funding has been confirmed for the remainder of the regional programme.

Investment signals

The availability of funding from the NLTP is tight and will remain so into the next NLTP. This pressure on funding means that only high-priority state highway and local road projects will be considered for investment, and close scrutiny of proposed programmes is expected to ensure outcomes will be delivered and best value for money is achieved.

It is critically important for the NZTA to be informed by approved organisations as early as possible about any funded projects or group allocations that are not likely to proceed as planned over the next 18 months, or any maintenance/renewal allocations that will not be used, so that funds can be reallocated to other high-priority projects.

Looking forward, the NZTA should be in a position to provide early investment signals to approved organisations in the first half of 2011 to inform development of their 2012-15 regional land transport programmes.



	\$ R
Total	\$22.9m
Spent/committed	\$12.2m
Planned	\$10.7m

Of the \$22.9m of regionally distributed funds (R) available to Marlborough to 2015, approximately \$10.7m remain. The NZTA is planning to best utilise these remaining funds by allocating them to regional activities that align with national funding priorities. This could be on either local road or state highway projects, and is likely to include SH1 Dashwood Overbridge.