

National Land Transport Programme 2009-2012

Tasman



NZ TRANSPORT AGENCY
WAKA KOTAHI

New Zealand Government

Table of contents

Introduction from the Regional Director	1
Regional map	4
Regional summary	5
Regional tables	8
Glossary	12
Key to map abbreviations	13

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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 Tasman 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.

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.

Tasman – the context

The Tasman region currently faces a number of transport-related challenges, including the need to:

- support continued growth in the primary and tourism sectors by providing a secure and reliable regional roading network
- respond to transport demands from rapid population growth, particularly in Richmond
- address a number of safety-related concerns.

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, providing a guaranteed minimum level of funding for each region. However, the effects of this funding change will play out slightly differently in Tasman, because all R funds in the Tasman region are already committed to the Ruby Bay Bypass. This means new Tasman projects in the NLTP will be funded from N (nationally distributed) funds.

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 Tasman's NLTP

This NLTP provides an investment of \$89.7 million for the Tasman region over the 2009/10-2011/12 period. The NLTP targets investment in three key areas in Tasman, with the aim of helping businesses to increase their productivity:

- \$38.4 million on state highway maintenance, operations and renewals.
- Approximately \$29.8 million on state highway improvement projects.
- \$17.6 million to 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 Port of Nelson.

In the next three years, the Ruby Bay bypass will remain the most substantial element in the region's state highway improvement programme. The bypass will provide a more direct route between Motueka and Nelson, improving safety and efficiency on State Highway (SH) 60. Excellent progress has been made in the past year, with the project on track for completion in 2011/12.

Previous funding commitments also mean that the construction of key walking and cycling projects, such as the Richmond Railway Reserve walking and cycling project, is likely to be completed within the next three years. Bus and total mobility services in Tasman are likely to continue at current levels, with funding allocated to maintain services in key areas.

The need to ensure appropriate planning for Tasman's transport networks has also been recognised with the allocation of approximately \$1.1 million to transport planning studies in the next three years. Proposed studies include a forestry harvesting impact study, crash reduction studies and traffic management studies in Richmond and Motueka. This work is important to ensuring the transport networks are best placed to support future opportunities and challenges in the region.

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 Tasman's regional land transport programme (RLTP) being reflected in this NLTP, some are unlikely to receive funding - including the Richmond to Aniseed and Aniseed to Brightwater cycle projects, and the Eighty Eight and Gibbons Valleys seal extension projects. These projects do not align well with national investment priorities, particularly in activity classes where funding is limited.

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.

Tasman Regional Transport Committee

Our thanks go the Tasman 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 Tasman's three-year RLTP, which prioritises all the regional transport activities proposed by the local authority and the NZTA (on work relating to the state highway).

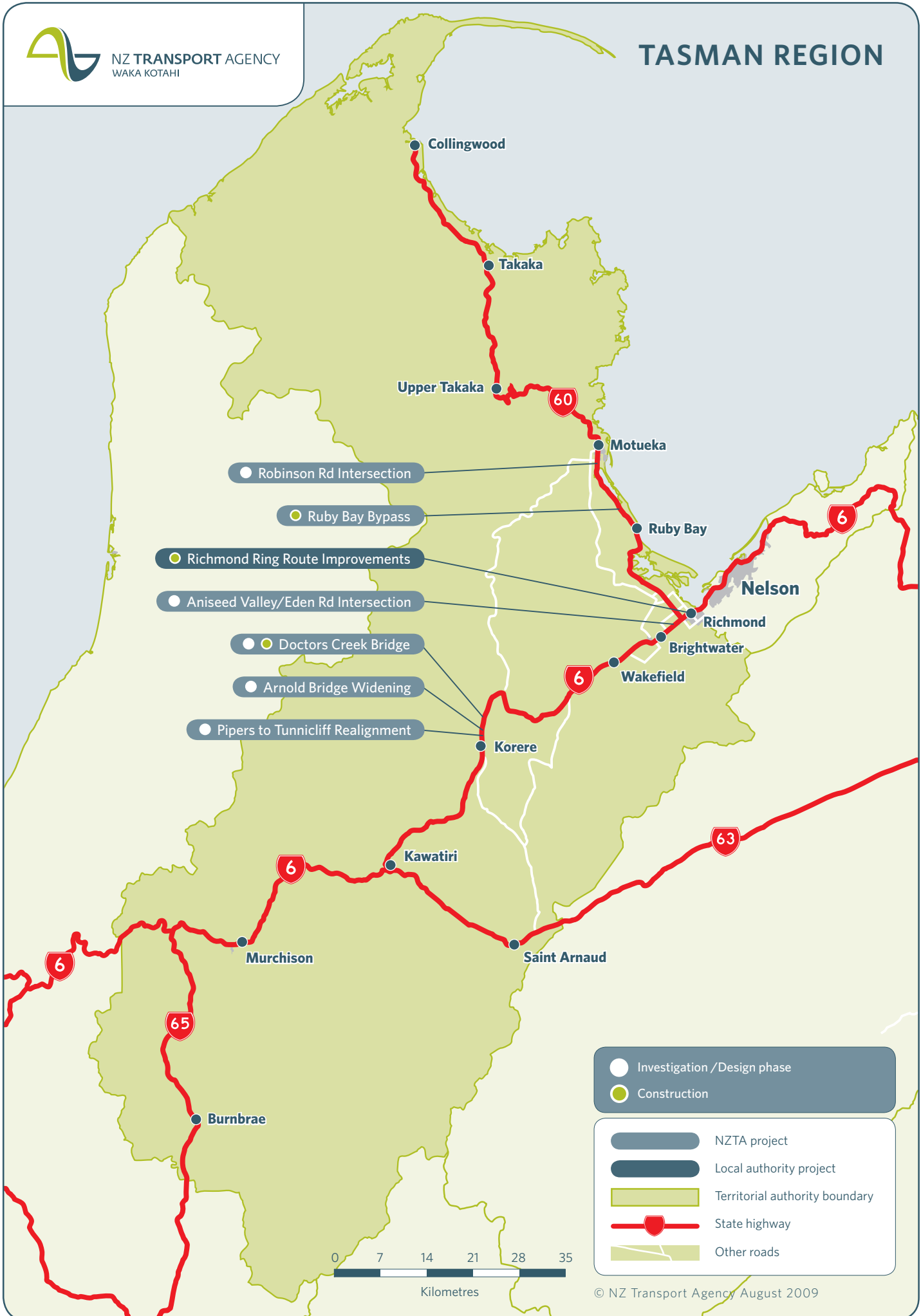
Public submissions on Tasman's draft programme by the Tasman Regional Transport Committee were reflected in the final programme that went to the NZTA Board.

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 and Tasman District Council will need to actively manage their programmes to ensure we stay on target and deliver our commitments. I look forward to working with the Tasman Regional Transport Committee and New Zealand Police to implement this NLTP and assist in the continued development of the Tasman region.



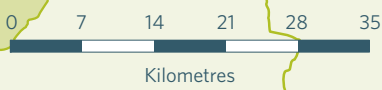
Deborah Hume
Regional Director



- Robinson Rd Intersection
- Ruby Bay Bypass
- Richmond Ring Route Improvements
- Aniseed Valley/Eden Rd Intersection
- Doctors Creek Bridge
- Arnold Bridge Widening
- Pipers to Tunnicliff Realignment

- Investigation /Design phase
- Construction

- ▬ NZTA project
- ▬ Local authority project
- ▬ Territorial authority boundary
- ▬ State highway
- ▬ Other roads



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Regional summary

Overview of the Nelson regional transport system

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

	Tasman region	New Zealand	Region as % of NZ
Population	46,500	4,268,500	1
Land area (km ²)	9800	275,400	4
Imports (gross tonne) ^{1,2}	1.4 million	79.2 million	2
Exports (gross tonne) ^{1,2}	1.3 million	73.4 million	2
Gross domestic product (GDP) (\$)	1700 million	155,400 million	1
Vehicle kilometres travelled	500 million	40,200 million	1
Fatalities ³	8	366	2
Serious injuries ³	41	2553	2
Local roads – urban all (km)	169	17,298	1
Local roads – urban sealed (km)	165	16,956	1
Local roads – rural all (km)	1524	65,601	2
Local roads – rural sealed (km)	764	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 communities¹
- 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
- completing key walking and cycling links to reduce congestion

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

- 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.

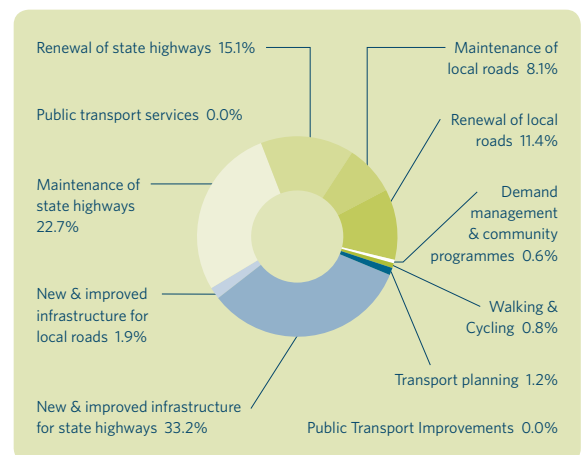
It's important to note that safety, particularly reducing the number of deaths and serious injuries as a result of road crashes, has always been and remains a core NZTA priority.

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.

Expected expenditure in Tasman

Table 2: Expected expenditure in Tasman

Tasman	2009/12	% of total
Walking and Cycling	0.7	0.8%
Transport planning	1.1	1.0%
Public Transport Improvements	-	0.0%
New & improved infrastructure for state highways	29.8	33.2%
New & improved infrastructure for local roads	1.7	1.9%
Public transport services	-	0.0%
Maintenance of state highways	24.9	27.7%
Renewal of state highways	13.5	15.1%
Maintenance of local roads	7.3	8.1%
Renewal of local roads	10.3	11.4%
Demand management & community programmes	0.5	0.6%
	89.7	100%



Note: includes R funds of \$15m

State highway and local road operations, maintenance and renewal

The demands of the Tasman'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 \$38 million of Tasman's forecast expenditure in 2009-2012 has been allocated to the maintenance and renewal of region's state highway network, with a further \$18 million allocated to maintenance and renewal activities on the local roading network. Key activities will include:

- using asphalt surfaces along SH60 Motueka and SH6 Hope Straight, which will help to manage noise in residential areas
- installing electronic variable messaging signs to ensure road users get timely information on road conditions
- continuing minor improvement works and safety retrofits to improve safety and reduce the severity of crashes across the network.

State highway and local road improvements

Tasman'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.

In the next three years approximately \$30 million will be allocated to state highway improvements, with a further \$2 million allocated to local road improvements. These improvements are likely to focus on projects that improve route reliability and safety and deliver journey time savings.

Key improvements on the state highway network are likely to include:

- completing the Ruby Bay bypass, which will provide a new inland section of SH60 away from the coast and improve the connection between Nelson and Motueka/Tasman
- bridge replacements and realignments, including the Pipers to Tunnicliff realignment and Doctors Creek Bridge, to improve network safety and resilience
- widening Arnold Bridge on SH6 to improve overtaking opportunities.

Key local road improvements are likely to include:

- completing the 'Richmond Ring Route' group of projects to improve traffic flows around the Richmond town centre and provide a more pedestrian-friendly environment on Queen and Croucher Streets
- replacing the Yellow Pine Creek, McCallum Road and Polglase Road bridges, which are nearing the end of their design lives.

Road Policing Programme

The NLTP allocates approximately \$5 million for New Zealand Police road policing activities in Tasman and Nelson during 2009/10. This includes:

- approximately \$4 million for strategic policing of the 'fatal five' road safety issues: speeding, drink driving, restraints, dangerous or careless driving and high-risk drivers
- approximately \$680,000 for incident and emergency management, including crash attendance and investigation, and traffic management
- \$27,000 for road policing resolutions, which include sanctions, prosecutions and court orders
- \$210,000 for community engagement in road policing, which includes 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/, and the programmes for 2010/11 and 2011/12 will be published annually on the site once approved by the Minister of Transport.

Other activity classes

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

- transport planning activities, such as a forestry harvesting impact study, crash reduction studies, and traffic management studies in Richmond and Motueka
- several demand management and community programmes.



Construction of the SH6 Ruby Bay Bypass is under way.

Regional tables

Key (for tables)

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

Tasman 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*
Renewal of local roads											
Road renewals			App.			20,041.0	3,132.8	3,343.3	3,344.0		N
Preventive Drainage and Slip Retention Works 2009/12	-		Cat2	241	49%	300.0	49.0	49.0	49.0		
Operation and maintenance of local roads											
Road operations and maintenance			App.			13,930.1	2,146.7	2,253.5	2,425.5		N
E/Works 08/09	-		Com	141	49%	-	196.0	-	-		N
E/Works SPR 08/09	-		Com	141	100%	-	450.0	-	-		N
New & improved infrastructure for local roads											
Minor improvements 2009/12			App.	341		-	422.4	398.4	404.6		N
Advance I&D Fees 2009/12	-	MMM	Cat2	324	59%	464.4	88.5	91.5	94.0	Possible	N
Improve, expand or replace network group			Alloc.				75.0	125.0	125.0		
Bridge Replacement Programme 2009/12	-	MMM	Cat2	322	59%	360.0	212.4	-	-	Possible	N
Bridge Replacement Programme 2009/12	-	MMM	Cat2	322	59%	450.0	-	265.5	-	Possible	N
Bridge Replacement Programme 2009/12	-	MMM	Cat2	322	59%	440.0	-	-	259.6	Possible	N
User benefits improvements group			Alloc.				-	-	-		
Eighty Eight Valley Road Seal Extn 2009/10	-	LMM	Reserve	325	59%	543.0	320.4	-	-	Res. A	
Gibbs Valley Road Seal Extn	-	LMM	Reserve	325	59%	245.0	-	14.5	130.1	Res. A	
Demand management & community programmes											
Tasman District Council Community Programmes 2009/2012			App.	432	75%	-	142.2	-	-		N
Walking and cycling facilities											
Richmond Railway Reserve Shared Use Path	-		Com	452	59%	335.0	64.9	-	-		N
Shared Use Path-School Rd to Community Rd	-		Com	452	59%	148.0	17.7	-	-		N
Walking and Cycling - Key safety and congestion			Alloc.				205.9	205.9	205.9		
Transport planning											
Cycling and Walking Strategy 2008/09	-		Com	002	75%	26.2	4.4	-	-		N
Regional land transport planning management			App.	001	100%	140.6	48.3	46.1	46.1		
Activity Management Plan 2009/12	-	ML	Cat2	003	59%	75.0	-	23.6	20.7		N
Road Transport Studies / Strategies	-	MM	Cat2	002	59%	175.0	38.4	35.4	29.5		N
Tasman District Council SPR											
Renewal of local roads											
Road renewals			App.			206.3	91.0	56.9	58.4		N
Operation and maintenance of local roads											
Road operations and maintenance			App.			288.1	93.0	96.2	98.9		N
New & improved infrastructure for local roads											
Minor improvements 2009/12			App.	341		-	14.7	10.9	11.0		N
Tasman Highway & Network Operations											
Renewal of state highways											
Road renewals			App.			13,008.6	4,486.2	4,261.2	4,261.2		N
Scour Investigation 9/12	26		Cat2	241	100%	225.0	73.0	75.0	77.0		

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*
Operation and maintenance of state highways												
Road operations and maintenance	State Highways			App.			23,846.8	7,945.4	7,950.7	7,950.7		N
EW SH 60 Eureka Bend Slump	Construction	-		Com	141	100%	-	245.0	-	-		N
EW Storm Tasman Aug 08	Construction	-		Com	141	100%	-	500.0	-	-		N
New & improved infrastructure for State highways												
Ruby Bay Bypass A	Construction	1		Com	323	100%	28,123.0	13,009.5	4,462.2	698.1		N & R
Ruby Bay Bypass A	Property			Com	324	100%	247.0	247.0	-	-		N
Doctors Creek Bridge	Design			Com		100%	184.7	125.0	-	-		N
McGlashen Avenue I/S	Construction			Com		100%	4,144.9	1,359.8	-	-		N
Minor improvements 2009/12	State Highways			App.	341		-	802.9	837.4	837.4		N
Improve, expand or replace network group	Group allocation			Alloc.				2,031.3	2,234.4	2,234.4		N
Doctors Creek Bridge	Construction	20	MMH	Cat2	324	100%	1,673.0	-	673.0	1,000.0	Probable	N
Doctors Creek Bridge	Investigation	18	MMH	Cat2	324	100%	60.0	60.0	-	-	Probable	N
Arnold Bridge Widening	Investigation	22	MMM	Cat2	322	100%	76.0	-	76.0	-	Probable	N
Arnold Bridge Widening	Design	23	MMM	Cat2	322	100%	59.0	-	-	59.0	Probable	N
Improved Driver Information 9/12	Construction	40	MMM	Cat2	321	100%	386.5	125.0	128.8	132.7	Probable	N
Pavement Smoothing 9/12	Construction	43	MMM	Cat2	324	100%	483.8	163.0	166.9	154.0	Probable	N
Pipers to Tunncliffe Realignment	Design	24	MMM	Cat2	324	100%	31.0	31.0	-	-	Probable	N
Property Acquisitions 9/12	Property	21	MMM	Cat2	331	100%	541.9	175.3	180.6	186.0	Probable	N
Rehabilitation Seal Widening 9/12	Construction	43	MMM	Cat2	324	100%	483.1	156.3	161.0	165.8	Probable	N
Safety Retrofit 9/12	Construction	27	MMM	Cat2	324	100%	1,449.4	468.9	483.0	497.5	Probable	N
Seismic Retrofit 9/12	Construction	30	MMM	Cat2	322	100%	605.0	137.0	468.0	-	Probable	N
SH6 Aniseed Valley/Eden Road I/S	Investigation	25	MMM	Cat2	324	100%	99.0	99.0	-	-	Probable	N
SH6 Aniseed Valley/Eden Road I/S	Design	28	MMM	Cat2	324	100%	89.0	-	89.0	-	Probable	N
SH60 Robinson Road I/S	Investigation	29	MMM	Cat2	324	100%	85.0	-	-	85.0	Probable	N
Strategic Plan Initiatives 9/12	Construction	39	MMM	Cat2	324	100%	1,159.5	375.1	386.4	398.0	Probable	N
Tasman Region PL	Investigation	42	MMM	Cat2	324	100%	124.0	124.0	-	-	Probable	N
Tasman Region PL	Design	44	MMM	Cat2	324	100%	127.0	-	127.0	-	Probable	N
Tasman Region PL	Construction	45	MMM	Cat2	324	100%	765.0	-	-	765.0	Probable	N
Demand management & community programmes												
Community Advertising 9/12 - Tasman	Implementation			App.	432	100%	-	19.1	-	-		N
Walking and cycling facilities												
Walking and Cycling - Access and community benefits	Group allocation			Alloc.				-	-	-		
SH6 Aniseed Valley to Brightwater Cycle Lanes	Investigation	32	LMM	Reserve	452	100%	96.0	96.0	-	-	Res. A	
SH6 Aniseed Valley to Brightwater Cycle Lanes	Design	34	LMM	Reserve	452	100%	86.5	-	86.5	-	Res. A	
SH6 Aniseed Valley to Brightwater Cycle Lanes	Construction	36	LMM	Reserve	452	100%	1,103.3	-	-	1,103.3	Res. A	
SH6 Richmond to Aniseed Valley Cycle Lane Widening	Investigation	33	LMM	Reserve	452	100%	96.0	96.0	-	-	Res. A	
SH6 Richmond to Aniseed Valley Cycle Lane Widening	Design	35	LMM	Reserve	452	100%	86.5	-	86.5	-	Res. A	
SH6 Richmond to Aniseed Valley Cycle Lane Widening	Construction	37	LMM	Reserve	452	100%	979.5	-	-	979.5	Res. A	
Transport planning												
Motueka Transportation Study	Study			Com	002	100%	100.0	100.0	-	-		N
Activity management plans	Study			Cat2	003	100%	611.4	198.2	206.6	206.6		N
Tasman safe, Sustainable and Efficient Routes	Study	31	MM_	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)
Nelson/Marlborough/Tasman/Kaikoura				
Police district managed activities				
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
NZTA Highway and Network Operations			4.0	639.4
Highway patrol	14.7	2,349.6	0.5	74.6
Kaikoura and Marlborough Districts				
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		
Nelson City and Tasman District				
Speed control				
Drinking or drugged driver control				
Restraint device control				
Visible road safety and general enforcement				
Police community services				
School road safety education				
Crash attendance and investigation				
Traffic management				

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

NATIONAL OFFICE

Victoria Arcade, 44 Victoria St
Private Bag 6995
Wellington 6141
New Zealand
T 64 4 894 5400
F 64 4 894 6100

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
