

Auckland Regional Land Transport Plan (ARLTP)

Submission on Front load the URIP funding

AT must increase the allocation of URIP funding **NOW** and in early years of the ARLTP to at least double what is proposed, i.e what is needed is:

Alternative Necessary Budget	2024/5	2025/6	2026/7
Unsealed Road Improvements	\$18.8m	\$18.7m	\$16.4m

Why?

The draft ARLTP 2024-2034 shows the level of funding of the Unsealed Road Improvement Programme (URIP) as \$124m over 10 years (i.e **\$12.4m** a year on average). However the early funding for each year is:

Currently Proposed Budget	2024/5	2025/6	2026/7
Unsealed Road Improvements	\$6.2m	\$6.4m	\$13m

That funding needs to be increased for the early years to:

- Catch up on deferred maintenance and remedial work from cyclone damage;
- Address serious health concerns from road dust;
- Improve the safety of these roads;
- Reduce the cost of repairing damage caused by heavy vehicles serving farms;
- Recognise the importance of the rural sector these roads serve;
- Increase sealing to protect unsealed improvement works and road base;
- Minimise environmental damage and the loss of road metal being washed into drains and waterways; and
- Improve the management of roadside drainage.

AT has traditionally given less priority to spending on unsealed roads and it is time to reverse that.

Since 2010, promises of large later funding and spending have never been kept – on each 3-year refresh low levels of actual early funding just get rolled forward, as urban “big ticket” items get funded.

URIP funding suffers because it is an annual allocation and money goes first to committed longer term projects which must be completed.

Regional Fuel tax money was allocated to seal extensions but has not been spent on that.