

# Draft Tasman Regional Land Transport Programme Summary of Proposal

## Introduction

This document is a summary of the Draft Tasman Regional Land Transport Programme 2009/10 – 2011/12. The Council’s Regional Transport Committee seeks your feedback on the priorities it has identified for state highway and local road land transport activities in Tasman District over the next 10 years.

The focus is on funding the first three years, however it also includes a 10 year forecast of anticipated revenue and expenditure on transport activities in Tasman District. Please read on and give us your views.



## Background

Roading throughout New Zealand is a shared responsibility between central government and councils. Central government, through the New Zealand Transport Agency, looks after state highways, while councils look after local roads.

The purpose of the Regional Land Transport Programme is to allow Tasman District Council and the New Zealand Transport Agency to gain funding from central government for land transport activities.

The draft programme has been prepared by the Tasman Regional Transport Committee. The draft programme aims to achieve an affordable, integrated, safe, responsive and sustainable land transport system and supports each of the five key government objectives:

- **Assisting economic development.**
- **Assisting safety and personal security.**
- **Improving access and mobility.**
- **Protecting and promoting public health.**
- **Ensuring environmental sustainability.**

### **Relationship between Draft Regional Land Transport Programme and the Draft Ten Year Plan (Draft Long Term Council Community Plan)**

Tasman District Council must prepare a Ten Year Plan every three years.

The Ten Year Plan covers all the activities undertaken by the Council, including transportation activities. The local roading programme, covering the maintenance, renewal and minor capital works for Tasman’s local roads is outlined in the plan. The public are consulted on the services and projects in the local programme through the Ten Year Plan process.

This Draft Regional Land Transport Programme incorporates Council’s proposed roading programme with the expenditure on all New Zealand Transport Agency state highway activities within Tasman District.

# Draft Tasman Regional Land Transport Programme

## Summary of Proposal

### National Targets and Priorities

The Government Policy Statement (GPS) on Land Transport Funding sets out national targets, which include:

- Reducing the kilometres travelled by single occupancy vehicles in major urban areas on weekdays, by 10% by 2015.
- Increasing the use of coastal shipping and rail for transporting freight by 2015.
- No overall deterioration in travel times and reliability on critical routes by 2015.

- Reducing fatalities and hospitalisations from road crashes by 2015.
- Increasing patronage on public transport by 3% a year through to 2015.
- Increasing the number of walking and cycling trips by 1% a year through to 2015.

In 2009 the Ministry of Transport will work to translate GPS targets to a regional level.

### Regional Transport Priorities

**PRIORITY A** Maintenance, operation and renewal of State Highways.

**PRIORITY B** Road Safety Projects; reducing the number of fatalities and hospitalisations.

**PRIORITY C** Improved Traffic Management Projects; improving existing facilities to improve efficiency and safety.

**PRIORITY D** Transport Planning; future infrastructure improvements at the right locations, at the appropriate time.

**PRIORITY E** Walking and Cycling; providing safe walking and cycling facilities, encouraging the public to change their modes of transport.

**PRIORITY F** Route Security; preventative maintenance

**PRIORITY G** Route Efficiency; passing lanes and seal widening.

Note: Maintenance, operation and renewal of local district roads are not required to be prioritised by the Regional Transport Committee.

### Regional Land Transport Programme 2009/10 – 2011/12

Using the national and regional prioritisation criteria listed above, the Regional Land Transport Committee has prioritised major local land transport projects and state highway projects undertaken by Tasman District Council and the New Zealand Transport Agency respectively.

Local road maintenance, renewals and minor land transport projects are included in the Draft Regional Land Transport Programme, but are excluded from the prioritisation process.

The major projects were ranked after taking into account government priorities and the contribution the project would make to the regional priorities.

The New Zealand Police have had involvement with the Regional Land Transport Committee and input into the prioritisation process. The Programme supports the NZ

Police through involvement in studies, strategies and community programmes.

A summary of the activities and projects with the priorities identified by the Regional Land Transport Committee is outlined on the following page.

The Committee has done its best to ensure that the programme contributes to economic development, safety, personal security and improving access and mobility. The Programme will also protect and promote public health and ensure environmental sustainability. Now we would like to hear your views on what we've done.

If you would like further information please look at the full Draft Regional Land Transport Programme (refer back page for details).

*Note: This is consistent with the Government Policy Statement and the Regional Land Transport Strategy. The current GPS reflects the previous government's priorities. The current government is amending the GPS during the Draft Regional Land Transport Programme consultation period to better reflect its economic growth and productivity goals. The Regional Transport Committee will ensure that all approved activities are consistent with any changes to the GPS.*

# Draft Tasman Regional Land Transport Programme Summary of Proposal

## Summary of the Regional Land Transport Programme – 2009/10 - 2011/12

Activity / Group Name	Project Name	Project Description	Total Project Cost Estimate			Funding Source	Programme Priority Order
			2009/10 \$	2010/11 \$	2011/12 \$		
<b>Approved and funded work</b>	Ruby Bay Bypass	Realignment of State Highway 60 from Mapua to Tasman	13,000,000	6,465,000	700,000	R	N/A*
<b>Maintenance and Operations of state highways</b>	Pavement and traffic service maintenance	To maintain same level of service for the state highways	8,671,728	8,956,391	9,541,785	N	1 to 9
<b>Renewal of State Highways</b>	Sealed road renewals	To maintain same level of service for the state highways including renewal of pavements, cycleways	6,960,354	7,152,417	7,821,031	N	10 to 16
<b>Tasman/State Highway Road Safety</b>	Minor and other improvements, 2009/12	Construction of low cost (up to \$250,000) improvements on state highways, visibility improvements	1,319,370	1,365,693	1,470,621	N	17, 24 and 26
	Doctors Creek and Arnold Bridge	Bridge replacement and realignment	371,315	929,574	1,244,991	N	18- 23
	Safety Retrofit 2009/2012	e.g Seismic retrofit and guardrailling at bridge and high risk sites	605,931	950,999	497,489	N	27 and 30
<b>State Highway Improved Traffic Management</b>	SH 6 Aniseed Valley/ Eden Rd and Robinson Rd/SH60 Intersection	Crash reduction at intersection	99,000	89,000	85,000	N	25, 28 and 29
	State Highway improved driver information	Upgraded signage including possible variable information signs	125,048	128,800	132,664	N	40
<b>State Highway Transport planning</b>	Tasman safe sustainable and efficient route study	Strategic transport planning for improved network efficiency and sustainability	34,000	33,000	33,000	N	31
<b>State Highways Walking and Cycling</b>	SH 6 Richmond to Brightwater cycle lanes	Investigation design and construction of identified walking and cycling projects	192,000	173,040	2,082,865	N	32 - 37
<b>State Highways Route Security</b>	State Highway preventive maintenance and strategic initiatives	Improvements to assist in reduction of forward maintenance	1,645,650	1,066,199	3,693,991	N	38 and 39
<b>State Highways Route Efficiency</b>	Passing lanes	Investigation design and construction of possible sites for improved passing opportunities, pavement smoothing and seal widening	360,310	288,000	930,830	N	41 - 45
<b>Local Roads Walking and Cycling</b>	Walking and Cycling - Richmond to Brightwater and General District	Investigation, design and construction of identified walking and cycling projects	396,980	754,720	593,160	N and L	N/A **
<b>Local Roads Maintenance and Operations</b>	Pavement and traffic service maintenance	To maintain same level of service for local roads	5,225,000	5,411,200	5,575,900	N and L	N/A **
<b>Renewal of Local Roads</b>	Pavement renewals	To maintain same level of service including renewal of pavements, cycleways	6,584,500	6,979,900	6,982,900	N and L	N/A **
<b>New and Improved Infrastructure for Local Roads</b>	Road improvement projects	Minor improvement projects for improved safety and efficiency	1,086,700	1,138,200	1,156,100	N and L	N/A **
	Bridge replacement - one per annum	Replacement of weight-posted bridges to improved safety and efficiency	470,000	485,500	500,000	N and L	N/A **
	Road transport studies	Specific transport studies for safety and efficiency	65,000	60,000	50,000	N and L	N/A **
<b>Transport Planning Local Roads</b>	Activity Management Plan	Strategic transport planning for improved network efficiency and sustainability	20,000	20,000	116,000	N and L	N/A **
<b>Tasman Community Programmes</b>	Road safety community projects	Road Safe and other programmes with support of NZ Police	228,720	233,000	233,000	N and L	N/A **
<b>Passenger Transport</b>	New Passenger Transport Services	Provision of services and possible infrastructure in support of Tasman - Nelson passenger links	0	0	460,000	L	N/A **

Note: N/A Maintenance, renewals and minor improvements for local roads are not required to be prioritised

\* Projects with Approved Funding do not require prioritising

\*\* Local road projects are submitted without prioritising

Funding Source: N=National R=Regional L=Local

# Draft Tasman Regional Land Transport Programme Summary of Proposal

## Funding Plan

For the 10 year forecast the following funding sources have been identified for Tasman:

- National Land Transport Fund. Within this there are two types of funding available:
  - (N) National Funds; distributed across New Zealand
  - (R) Regional Funds; based on a proportion of fuel excise duty and road user charges. These are distributed to regions by the New Zealand Transport Agency on a population basis over a 10 year period. (April 2005 – April 2015)

For Tasman these (R) funds have been committed to the State Highway 60 Ruby Bay Bypass project due to be completed in 2011
- (L) Local Share; Funding sourced by Tasman District Council (rates, non project specific development contributions)

## Summary

In November 2008, both Tasman District Council and the New Zealand Transport Agency submitted draft funding applications to the National Land Transport Fund.

These programmes took into account key issues for all significant stakeholders, including community groups and the public at large. The Regional Transport Committee has developed a funding plan for the next 10 years. This takes into account Government priorities, Government Policy Statement targets and anticipated funding levels for national and local share.

The Regional Transport Committee has also considered statutory requirements outlined in the Act.

You can find out more about the Draft Regional Land Transport Programme at public consultation meetings being run throughout Tasman District between 30 March and 9 April 2009. These sessions will be held in association with the Council's consultation on the Draft Ten Year Plan.

The consultation sessions are outlined on page 25 of Newsline – The Mag special edition which summarises the Draft Ten Year Plan 2009-2019.

For more detailed information, please see the full Draft Regional Land Transport Programme available at Council offices and libraries or on Council's website.

For Tasman most local road activities are currently funded at a Financial Assistance Rate from the New Zealand Transport Agency of 49% and improvement projects at a Financial Assistance Rate of 59%. It is expected this rate will remain unchanged between 2009/10 – 2011/12.

The 10 year forecast of anticipated total expenditure and funding sources for each activity class is available in the full Draft Regional Land Transport Programme document.

Tasman District Council is working alongside the Nelson City Council on projects that affect both regions. These contribute to route security and reliability and network efficiency and include:

- Passenger transport.
- Whangamoia realignment, State Highway 6.
- Route security to Port Nelson.

## Consultation and Submissions

The Tasman Regional Transport Committee seeks your submission on the activities and priorities in the Draft Regional Land Transport Programme. It is our aim to ensure we have identified the key issues and corresponding priorities for the Tasman District for the next 10 years. The cost factors and any urgent activities/projects are being seriously considered.

Those wishing to provide feedback are asked to submit either in letter format or on the submission form included in the special edition of Newsline - The Mag or through Council's website [www.tasman.govt.nz](http://www.tasman.govt.nz).

These can also be emailed to: [rltp@tdc.govt.nz](mailto:rltp@tdc.govt.nz).

### **Submissions close on 27 April 2009.**

### **Regional Land Transport Programme Hearings**

Following the submission process hearings will be held on Friday 8 May 2009. People wishing to speak to their submission should indicate this on the submission form.

A final Regional Land Transport Programme will be presented to Tasman District Council for approval in June 2009. Once approved Council will submit the Regional Land Transport Programme to the New Zealand Transport Agency by 1 July 2009.