

| | |
|--------------------------|-----------------|
| Report No: | RRTC11-10-04 |
| File No: | |
| Date: | 20 October 2011 |
| Decision Required | |

REPORT SUMMARY

Report to: Regional Transport Committee
Meeting Date: 28 October 2011
Report Author: Gary Clark, Transportation Manager
Subject: **Draft Regional Land Transport Programme**

EXECUTIVE SUMMARY

This report advises the Regional Transport Committee (RTC) on the programme of works recommended for inclusion in the draft Regional Land Transport Programme (RLTP) and seeks consent and approval of the prioritisation of the programme for the next three year cycle 2012 - 2015.

RECOMMENDATION/S

That the report is received.

DRAFT RESOLUTION

THAT the Regional Transport Committee receives the report, Draft Regional Land Transport Programme, RRTC11-10-04; and

THAT the Regional Transport Committee approves the prioritisation of the projects within the activity classes to be included in the Draft Regional Land Transport Programme as noted in the report, RRTC11-10-04; and

THAT the Regional Transport Committee approves the Draft Regional Land Transport Programme to be submitted to the New Zealand Transport Agency as noted in the report, RRTC11-10-04.

| | |
|--------------------------|-----------------|
| Report No: | RRTC11-10-04 |
| File No: | |
| Date: | 20 October 2011 |
| Decision Required | |

Report to: Regional Transport Committee
Meeting Date: 28 October 2011
Report Author: Gary Clark, Transportation Manager
Subject: **Draft Regional Land Transport Programme**

1 Purpose

1.1 The purpose of this report is to advise the Regional Transport Committee (RTC) on the programme of works recommended for inclusion in the draft Regional Land Transport Programme (RLTP) and seek consent and approval of the prioritisation of the programme for the next three year cycle 2012 - 2015.

2 Introduction

2.1 The Land Transport Management Act (LTMA) requires each region to prepare a RLTP covering a ten year period. The focus of the RLTP is on detailed funding for the first three years with subsequent RLTP's then prepared on a three year cycle.

2.2 When preparing the RLTP the RTC must take into account:

- The New Zealand Energy Efficiency and Conservation Strategy;
- National or regional policy statements such as the New Zealand Transport Strategy (NZTS), Government Policy Statement (GPS) and the current Regional Land Transport Strategy (RLTS);
- RMA 1991 Plans; and
- The likely funding from any source.

2.3 This report considers the development of the RLTP and prioritisation of the programme of works for 2012-2015 for the Committee's review.

2.4 A draft RLTP has been prepared for adoption by the RTC with the programme provided in Appendix 1.

3 New Zealand Transport Strategy 2008

3.1 The primary statement of the long-term government transport strategy to 2040 is expressed in the New Zealand Transport Strategy (NZTS) and supporting documentation. It provides the framework for the activities the New Zealand

Transport Agency (NZTA) undertakes. It also provides a long-term plan to assist the private sector to make investment decisions with greater confidence.

3.2 Vision

The government's vision for transport in 2040 is that:

'People and freight in New Zealand will have access to an affordable, integrated, safe, responsive and sustainable transport system'.

3.2 Transport Objectives

The strategy retains the five transport objectives of:

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

3.3 Key Challenges

The strategy sets out the key challenges facing the transport sector, together with long term targets and outcomes. It further provides guidance on accountability, monitoring, reporting and review. The NZTS provides the long term vision under which the GPS has been developed for short-term targets and outcomes up to 2015.

4 Government Policy Statement

- 4.1 The Government Policy Statement (GPS) on land transport funding details the outcomes and funding priorities that the NZTA must give effect to. The current GPS covers the period 2009/2010-2018/2019.
- 4.2 The NZTA must give effect to the 2012 GPS in developing the NLTP and take account of the 2012 GPS when approving funding for activities. The 2012 GPS sets funding ranges for a variety of activity classes. The 2012 GPS is provided in Appendix 2.
- 4.3 The GPS on Land Transport Funding sets out the government's priorities for expenditure from the National Land Transport Fund over the next 10 years. It sets out how funding is allocated between activities such as road safety, policing, state highways, local roads and public transport.
- 4.4 The following three priorities are included in GPS 2012.

A strong and continuing focus on economic growth and productivity - The government's investment in land transport should support increased economic growth and productivity in New Zealand. This includes providing ongoing

support necessary to repair the land transport system in Canterbury over the next four years alongside continuing to improve the State Highway network, particularly through the Roads of National Significance (RoNS) programme.

Value-for-money - As for other areas of public spending, it is expected that land transport services should be delivered better and smarter. Asset management will be improved to boost the performance of roading infrastructure. Although value-for-money is stressed in GPS 2009 its focus is on the initial selection of projects and activities. GPS 2012 will make it clear that getting more out of what is spent.

Road safety - Road safety is a transport priority for the government; this is reflected in the GPS 2012. The direction outlined in Safer Journeys, the government's road safety strategy, will be supported through the next National Land Transport Programme 2012 - 2015.

4.5 Guiding funding decisions and value for money

The activity class ranges together with the GPS targets will guide funding decisions of the NZTA. NZTA has advised they will work with regional/unitary councils to agree regional targets to reflect the GPS targets.

4.6 The GPS requires the land transport sector to make best use of resources by achieving value for money. NZTA has advised that this means effectiveness, efficiency and economy will be the underlying concepts that will guide planning, assessing and implementing strategies and activities.

4.7 NZTA has indicated there is less national distributed funding (N funding) per financial year than in previous years. This means that fewer discretionary activities, such as road construction can be funded from N funds.

4.8 NZTA has given expected upper and lower bound funding availability by activity class for the Tasman region. These ranges have been provided in the 2012 GPS.

5 RLTS Review and alignment

5.1 The sections "Regional Overview" and "Transport Issues" have been produced in draft format by the consultants and are currently being reviewed by Council staff.

5.2 Key points from the Regional Overview section include:

- Rate of growth in population is beginning to decline;
- The growth is predominantly occurring in urban areas;
- The population is ageing;
- The agriculture, forestry and fishing sector has the greatest number of jobs in the region;

- The rate of car ownership is continuing to increase;
- Driving is by far the most popular mode for journeys to work;
- The primary forestry, horticulture, aquaculture and tourism industries are expected to continue to grow, however the farming and value added forestry industries are expected to remain relatively static;
- As no rail network exists and few ferry services operate, the land transport network is predominantly based on the road network;
- Of the approximately 2000 kilometres of road in the district, 335km are state highways. Of the remaining local roads, approximately half are unsealed;
- Heavy vehicles make up between 4 and 17 percent of the traffic composition on the state highways in the region;
- Passenger transport is currently limited to urban services between Richmond and Nelson, school bus services and some inter-city services;
- Tasman has a higher proportion of commuters who walk or cycle to work than the national average; however this percentage has been decreasing.

5.3 The 'Transport Issues' section has been organised to be consistent with the key objective areas of the New Zealand Transport Strategy. Suggested issues are:

5.4 Economic Development

- Decreasing level of service on critical routes;
- Limitations of local road network to cater for heavy vehicles;
- Low commuter vehicle occupancy rates;
- Route security on major arterials.

5.5 Safety and Personal Security

- Loss of control on curves;
- Vulnerable road user casualties;
- Increasing trend of crossing /turning injury crashes;
- Personal safety and security.

5.6 Access and Mobility

- Accessibility for non-car owning households, mobility impaired and the elderly;
- Reduced community cohesion due to active transport network barriers.

5.7 Protection and promotion of public health

- High use of private motor vehicles for short distance trips;
- Pollutants from road vehicles in sensitive environments;
- Human health effects from dust and unsealed roads.

5.8 Environmental Sustainability

- Greenhouse gas emissions;
- Land use planning impacts on transportation network.

5.9 The detail of these issues along with the full draft text for these two sections of the document will be presented to the RTC members as part of completing the final RLTP.

6 Prioritisation of the 2012-2015 Programme for the RLTP

6.1 The Activity Summary Table in Appendix 1 sets out the overall activity costs for the State Highways and Local Roads.

6.2 Activity groups have a Recommended Priority shown in red type.

The local authority operations and renewals are not prioritised by the RTC and are therefore given a priority of “zero” in the RLTP programme.

6.3 Considering packages or groups of generic projects in the RLTP is preferred by NZTA.

6.4 The projects in the activities of new and improved works, walking and cycling and passenger transport have therefore been grouped.

6.5 A summary of the projects within the Groups that are required to be prioritised by the RTC are listed in Appendix 2 with the recommended priority for consideration.

6.6 NZTA has provided detail of their expectations for the RLTP covering each of the activity classes. This is contained in Section 4 of the RLTP guidelines and reproduced for the RTC in Appendix 3.

6.7 The details on the location and extent of the projects within the groups will be available for information as required by the RTC. A brief description of some of the State Highway Projects is included in Appendix 4.

6.8 For Tasman Local Roads the NZTA programme of works only contributes part of the programme of transport related works.

6.9 The balance of the Tasman District programme is undertaken without NZTA funding and is therefore not shown in the activities summary.

6.10 The non-NZTA funded programme for local roads includes:

- Footpaths maintenance and new work;
- Seal extensions – generally low trafficked routes;
- Pedestrian bridges;
- Significant reconstruction and upgrades of existing roads where NZTA funding is unavailable for the majority or whole of the project. This includes streetscaping in the urban areas and traffic improvements associated with developments.

6.11 The details of these programmes for the period 2012–2015 will also be available to the RTC for information.

7. Significance

7.1 This is a significant decision according to the Council's Significance Policy because it exceeds the financial threshold.

7.2 The RLTP will be subject to a special consultative procedure as required under the Significance Policy.

8. Recommendation

8.1 That the report is received.

9. Timeline/Next Steps

9.1 The draft RLTP is to be completed and entered into the national online database (LTP-Online) by 30 November 2011.

9.2 Consultation and hearing of submissions on the draft RLTP is to be completed in the period January to March 2012 as part of the Long Term Plan consultation process.

9.3 The final RLTP is to be submitted to NZTA by 30 June 2011. The NZTA will consider and adopt the final RLTP as part of the National Land Transport Programme by 30 September 2012.

11. Draft Resolution

11.1 THAT the Regional Transport Committee receives the report, Draft Regional Land Transport Programme, RRTC11-10-04; and

11.2 THAT the Regional Transport Committee approves the prioritisation of the projects within the activity classes to be included in the draft Regional Land Transport Programme as noted in the report, RRTC11-10-04; and

11.3 THAT the Regional Transport Committee approves the Draft Regional Land Transport Programme to be submitted to the New Zealand Transport Agency as noted in the report, RRTC11-10-04.

Appendices

Appendix 1: Government Policy Statement

Appendix 2: Draft Regional Land Transport Programme Summary

Appendix 3: Projects for Prioritisation