

STAFF REPORT

TO: Chairman and Members, Engineering Services Committee

FROM: Gary Clark, Transportation Manager

REFERENCE: E361

DATE: 20 October 2009

SUBJECT: **CYCLE WALK PROJECT FUNDING**

1 PURPOSE

This report provides information on the considerations that will be required for the completion of cycle and walk projects in the next financial year and also over the next three years.

2 BACKGROUND

As the Committee will be aware the New Zealand Transport Agency (NZTA) has given smaller councils in New Zealand a clear understanding where their priorities are which is in accordance with the recently released Government Policy Statement. These priorities focus on major urban areas and the reduction of severe congestion on these networks. To achieve this, funding to the provincial areas has in some cases been severely reduced.

In line with this change in focus NZTA is suggesting that cycle projects will also be focused in these urban areas with a goal to reducing congestion by providing for alternatives for commuters.

It should be noted that NZTA did increase the overall funding in this activity group from \$30 million to \$50 million. However all of this funding sits in category 2 which will require funding approval before any design/construction can occur.

This change in focus will have an effect on our forward work programmes with regard to cycling and walking projects for the next three years and possibly beyond.

3 DISCUSSION

The funding criteria for cycling and walking projects have yet to be finalised by NZTA. Presently NZTA are suggesting that the funding criteria for this activity group are likely to change along with its focus. These new criteria are not expected to be completed until early next around March. This will result in cycle projects being approved late in the financial year. The late approval process will give no certainty to what funds are available from NZTA for the 2009/10 year. This will make constructing these projects within the current financial year extremely difficult.

Fortunately we have been able to complete the Railway Reserve path by using excellent contract rates and gaining approval from NZTA last financial year. The greater portion of this project was planned for the 2009/10 years. As a result of this good planning and active

management of this project we now have a completed link from Lower Queen Street to SH60. If we had not done this we would not have any NZTA funding for this project for 2009/10.

Three other projects in Year 1 of the Ten Year Plan included the connections to the Ruby Bay Bypass. These projects were also not approved by NZTA for funding in this current financial year. With lobbying from both Council staff and Councillors we have been able to have these connections funded at the normal subsidy rate for cycling projects. These projects have also been taken over by NZTA and completed as part of the Ruby Bay Bypass. We will still have to provide our local share, however considering the current constraints being placed on these types of projects this has been a very successful outcome.

While not a Council project, the Richmond Deviation cycle/walk path along SH6 is also at risk of not being completed this financial year. The design has been finalised and estimates completed for the project. The project has a healthy benefit cost ratio of at least six and would normally rank high in this activity group list. We will be assisting NZTA as much as we can to have this project funded and completed this year especially when considering the reasons for completing the Railway Reserve Path. The Richmond Deviation Project provides the missing off-road connection between Nelson and SH60.

The remaining cycle projects for this current year are shown in the attached table.

These projects are unlikely to gain NZTA funding and if these are to be completed in the timeframe within the Ten Year Plan they will require a greater local share component. The implications of the changing funding environment controlled by NZTA will make it very difficult to prepare and complete these other projects this financial year and probably in the next three years.

4 PROPOSAL

It is proposed that the Committee accept the information provided and understand that programming for the cycle projects that do not have current funding approval may require more local share, or a redistribution of the projects or possibly moving the projects outside Years 1 to 3 when funding constraints will have hopefully eased.

Council staff will provide more details on the implications of the funding guidelines once these have been completed and approved by NZTA.

5 RECOMMENDATION

THAT the Committee receive this report

Gary Clark
Transportation Manager

LTCCP Item No.	Project Name	Description	Budget	2009/2010 Budget	2010/2011 Budget	2011/2012 Budget
61	Walkway & Cycleway Signage Upgrade	Various locations	\$81,000	\$26,730		\$26,730
71	Brightwater Shared Path Upgrade	From Underpass to Charlotte Lane	\$139,400			\$139,400
73	Richmond - Kawatiri Cycle Facility Stage 1	Upgrade facility from Tennis Courts to Appleby Overbridge	\$180,000 Completed 2008/09		\$180,000	
74	Richmond - Kawatiri Cycle Facility Stage 4	Shared-use path Ranzau Road to Brightwater CBD	\$1,785,600		\$35,712	
76	Richmond Cycle Facility Salisbury/Champion Rd Crossing	Crossing between NCC and TDC at Champion Road	\$74,500	\$7,450	\$67,050	
77	Richmond Cycle Facility Champion Rd Crossing	Shared-use path between Salisbury Road roundabout and Garin College	\$61,100		\$61,100	
318	District Cycle Seats	Seating associated with cycle facilities	\$100,000	\$5,000	\$5,000	\$5,000
319	Richmond Cycle Facility Reservoir Ck to Hill St	Hill Street to Waimea College	\$78,000		\$7,800	\$70,200
322	Richmond Cycle Facility – Bill Wilkes Reserve	Hunter Ave to Washbourn Drive	\$180,000		\$18,000	\$162,000
323	Richmond - Kawatiri Cycle Facility Stage 2	Appleby Overbridge to Ranzau Road	\$220,000		\$22,000	\$198,000
326	Golden Bay Cycle Facilities – Pohara Seawall	Rock revetment with shared use path	\$342,000	\$342,000		
327	Marahau Pedestrian Facility Bridge	New pedestrian bridge	\$100,000	\$5,000		
330	Mapua Cycle Facility – Rural 3 Harley Road	Connecting paths for pedestrian underpass under Ruby Bay Bypass	\$88,000	\$88,000		
331	Mapua Cycle Facility – Rural 3 Gardener Valley/Seaton Valley	Connecting paths for pedestrian underpass	\$100,000	\$100,000		

	Road	under Ruby Bay Bypass				
335	Abel Tasman Drive	Shared Use Path Takaka to Pohara	\$780,000		\$70,000	\$70,000
351	Mapua Cycle Facility – Rural 3 Dominion Road	Connecting paths for pedestrian underpass under Ruby Bay Bypass	\$50,000	\$50,000		
	Wharf Road Path	Off-road path from near High Street South - to be a community project by Keep Motueka Beautiful	Estimate \$20,000	\$20,000		