

STAFF REPORT

TO: Mayor and Councillors

FROM: Peter Thomson, Engineering Manager

DATE: 4 November 2009

SUBJECT: VARIATION - REGIONAL LAND TRANSPORT PROGRAMME

1 PURPOSE

The purpose of this report is to approve a variation to the Regional Land Transport Programme (RLTP) as recommended by the Regional Transport Committee (RTC), for the purpose of allowing inclusion in the National Land Transport Programme.

2 BACKGROUND

During the preparation of the RLTP, two State Highway improvement projects have been omitted from the published document namely;

- Three Brothers Roundabout at the intersection of SH6/SH60/Bateup Road
- Richmond Deviation shared cycle/pedestrian path.

Both projects are ready to progress to the next stage; the design for the Richmond Deviation shared cycle/pedestrian path is complete, the Three Brothers roundabout scheme is approved and could start design in 2009/10 with construction planned for 2010/11.

Both projects have good funding assessment profiles (strategic fit, effectiveness, efficiency) and would require re-prioritisation by the RTC within the NLTP group allocations.

These projects have been considered at the RTC meeting on 23 October 2009, with the following resolution:

RTC09/10/05

THAT:

- a) The Three Brothers Roundabout project be included in the RLTP for design and construction within the 2009/10 to 2011/12 period;
- b) The Richmond Deviation Cycleway project be included in the RLTP, further progression of this scheme being dependant on the New Zealand Transport Agency's policy guidance on the "Walking and Cycling facilities" activity class which will be issued in December 2009;
- c) The Regional Transport Committee prepares a variation of the RLTP in accordance with Section 18D of the Land Transport Management Act and

submits it to the unitary authority, Tasman District Council and the New Zealand Transport Agency for approval.

3 COMMENT

3.1 General

These two projects provide important elements for the road network and community by reducing congestion and improving safety. The Richmond Deviation project will provide an important connection to existing cycle/pedestrian facilities in Nelson City and Lower Queen Street.

These projects will need an assessment profile rating to be included in the RLTP and the impacts on the current priority list will need to be considered. The Three Brothers Roundabout will fall into the group allocation “Improve, expand or replace network group” and due to its assessment profile may rank higher than other projects within this list. The Richmond Deviation Cycleway being within the group allocation “Access and community benefits” currently sits with a Reserve A status.

3.2 Three Brother Roundabout – Intersection of SH6/SH60/Bateup Road

This project seeks to reduce peak hour congestion at the key state highway junction of SH6 and SH60 known as Three Brother’s Corner. Currently queuing occurs at both morning and afternoon peak periods with queue lengths exceeding thirty cars. This is a key intersection on the highway network being the main southern outlet for the Richmond and Nelson urban areas and the main southern connection to Christchurch and the West Coast. The current roundabout has one lane approaches and a single circulating lane.

The proposed design for the intersection will provide two circulating lanes with a combination of single and dual approach lane. These changes are expected to significantly improve the operation of the intersection. The estimated construction cost for the project is \$1.72 m and the project has a benefit cost ratio of 27.5.

This project has been given a draft assessment profile in accordance with the requirements of the New Zealand Transport Agency’s Planning, Programming and Funding Manual. The draft ranking is MMH i.e. Strategic Fit = Medium, Effectiveness = Medium, Efficiency = High.

Due to the funding availability under the NLTP the projects under the group allocation “improve, expand or replace network” will need to be re-prioritised by the RTC.

3.3 Richmond Deviation Shared Pathway

This project provides an important connection to the vulnerable road users network by linking two existing facilities and providing an off road facility along SH6. Currently the pathway from Nelson City to Richmond and SH60 is incomplete. The completion of the Richmond Deviation pathway will allow both cyclists and pedestrians to move from Nelson to SH60 clear of the SH6 roadway.

The proposed design will provide a three metre wide shared path that can be used by commuters to travel between Tasman District and Nelson City. There are small structures to cross water courses along the route. The estimated construction cost for the project is around \$610,000 and has a benefit cost ratio of 6.0.

The project falls within the Walking and Cycling activity class which currently has a Reserve A classification.

4 SIGNIFICANCE

In terms of the Regional Transport Committee's Significance Policy these proposed variations to the RLTP are NOT significant and public consultation is NOT required.

5 RECOMMENDATION

THAT Council approves a variation of the Regional Land Transport Programme in accordance with Section 18D of the Land Transport Management Act to include the Three Brothers Roundabout and Richmond Deviation Cycleway projects, and submit it to the New Zealand Transport Agency for approval.

Peter Thomson
Engineering Manager