



To: Tasman Regional Transport Committee
 From: Jenny Chetwynd – NZTA Regional Director Central
 Date: 27 May 2011

The purpose of this report is:

- to provide an update on NZTA's role in the delivery of the regional Land Transport Strategy and the National Land Transport Programme in the Tasman Region
- to provide an update on key initiatives that may impact the strategic development of the regional transport network

1.0 NLTP IMPLEMENTATION UPDATE

1.1 Update on Tasman State Highway & Network Ops Activities in NLTP

Key highlights in the last few months included the completion of the SH6 Richmond Deviation Cycleway Project which was officially opened in May 2011. Widening of the roundabout at the intersection of SH6 /60 (Three Brothers Corner) has progressed extremely well and will be substantially complete by early June 2011. The Ruby Bay bypass is in its final phase, with the NZTA's contractor undertaking minor works to ensure the project can be closed off.

Good progress has been made on operations, renewals and maintenance activities, with the programme on track to deliver appropriate levels of service over the balance of the current NLTP period.

While good progress has been made across the majority of the NLTP programme, some delays have occurred, particularly projects with a lower funding priority. Further details on the regional State highway programme are available in **Appendix 1**.

1.2 Update on NLTP Funding Approvals by the NZTA

Approved Organisation	NLTP Activity	Phase	Amount (NZTA share)
Tasman – Roothing improves, expand, replace	Yellow Pine Bridge Replacement	Construction	147,500

2.0 OTHER NZTA & MOT INITIATIVES OF REGIONAL SIGNIFICANCE

2.1 GPS update

Significance to RTC:	Impact on future NLTP development
Details:	The Ministry of Transport sought the views of Local Government New Zealand and other key stakeholders, including Regional Transport Committees, on the proposed direction and structure of the next Government Policy Statement on Land Transport Funding 2012/13-2021/22 (GPS 2012). A revised GPS is expected to be released in mid 2011.

2.2 Financial Assistance Rate (FAR) Reviews

Significance to RTC	Impact on future RLTP and NLTP development
Details	The NZTA Board wants to ensure investment from the NLTP is delivering on the government's objectives and achieving value for money. To achieve this a wider review of funding assistance rates (FARs) will be carried out collaboratively with the sector during 2013 with any changes implemented in the 2015-18 NLTP.



	<p>Some FARs, for example those for Public Transport and Transport Planning, will be reviewed earlier, with any changes implemented in the 2012-15 NLTP. The NZTA will start to work with Tasman and other approved organisations on Public Transport FARs shortly.</p> <p>NZTA will provide more information on this review at the RTC meeting.</p>
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2.3 Planning and Investing for Outcomes

Significance to RTC	Impact on future RLTP and NLTP development
Details	<p>The Planning and Investing for Outcomes project (formerly referred to as Streamlining) is working towards streamlining the transport planning, programming and funding allocation system, with the intent of improving customer service and reducing compliance costs. The project intends to move the NZTA from a focus on funding for outputs, towards investing for outcomes as we move into the next NLTP.</p> <p>At a national level this will mean an increased focus of investment based upon achieving the most effective outcomes in line with the impacts in our Statement of Intent (which are aligned to the GPS impacts).</p> <p>For the Tasman region, key implications of this approach are that the Planning and Investment Group (formerly Regional Partnerships and Planning) will work with the region to ensure common alignment of outcomes are delivered between the RLTP and the impacts in our Statement of Intent, ongoing value for money improvements in relation to asset management and reducing compliance costs and procedure through increased autonomy.</p>

2.4 2012-15 RLTP and NLTP Development

Significance to RTC	Future RLTP and NLTP development
Details	<p>NZTA has started working with council staff on the development of the 2012-15 Regional Land Transport Programme as a key input into the 2012-15 National Land Transport Programme.</p> <p>A number of the initiatives presented below are key in the development of the RLTP and subsequent NLTP. The timelines for developing these programmes and the links between initiatives will be discussed at the Committee meeting. Key dates include:</p> <ul style="list-style-type: none"> • Draft RLTP entered into Land Transport Online 30 September 2011 • Approved RLTP submitted into Land Transport Online 30 April 2012 • NLTP approved by NZTA Board 30 June 2012

2.5 National Infrastructure Plan

Significance to RTC	Key part of the transport sector strategic policy framework
Details	<p>The second iteration of the National Infrastructure Plan (NIP) is currently under development. The NIP describes the Government's current infrastructure investment plans and policy programmes, and sets out areas of future focus. The aim of the second version will be to create a common understanding of the long-term infrastructure issues facing NZ and help coordinate the national response to those issues, across infrastructure sectors and owners.</p> <p>A joint NZTA/MoT team has been set up to provide input to the NIP.</p>

2.6 Land Transport Management Act Review

Significance to RTC	Potential to impact legislative context within which RTC operates.
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Details	The review of the LTMA, announced by the Minister of Transport in late 2009, is continuing and announcements on its progress and likely consultation arrangements are anticipated shortly.
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2.7 High Productivity Motor Vehicle (HPMV) routes

Significance to RTC	Supporting the provision of effective connections for economic growth and productivity
Details	Significant progress has been made on route investigation including detailed screening of bridges for priority routes. Pavement modelling is progressing well. Route economics (BCRs) completed for the priority routes across Tasman, Nelson and Marlborough.

2.8 State Highway Classification

Significance to RTC	Impacts on regional state highway networks and NLTP development.
Details	<p>A state highway classification system is currently under development by NZTA, with support from the Ministry of Transport. The classification system is a tool to help NZTA set the long term strategic direction of the state highway network and will form part of the State Highway Network Strategy, which is currently under development. It will be an important contribution to long term land transport planning for NZ.</p> <p>The NZTA is currently reviewing feedback on the proposed State Highway classification. An announcement on key decisions is expected within the next two months, together with likely a timetable for discussions on service levels associated with the proposed classifications.</p>

2.9 High-Risk Rural Roads Guide

Significance to RTC	A safe land transport system is a key goal in the Regional Land Transport Strategy
Details	<p>The NZ Transport Agency has been developing a <i>High-risk rural roads guide</i> to making our roads safer. It is a practical guide, intended for use by all road controlling authorities to identify and manage high risk rural roads.</p> <p>The Government's road safety strategy <i>Safer Journeys</i> signals that more must be done to improve safety on our high risk rural roads. Safer Journeys introduces the Safe System approach that represents a fundamental shift in the way we think about, and act upon, road safety. People make mistakes and although crashes are inevitable, in a safe system they are less likely to result in death and serious injury.</p> <p>The guide introduces a new way to identify high risk road sections and, using the Safe System approach, provides best practice guidance on choosing effective countermeasures. NZTA has recently sought feedback on the draft, which is currently being analysed. A working draft of the Guide is available on our website at www.nzta.govt.nz/consultation/high-risk-rural-roads-guide/</p>

Appendix 1: Tasman State Highway and Network Ops Activities in the NLTP

The following table provides an update on regional state highway activities in the National Land Transport Programme.

NLTP Activity - as at August 2009	Phases scheduled in the NLTP (Committed, probable and possible phases only)	Comment
Ruby Bay Bypass	Construction	Construction complete. Now in the final stages of contract completion. with minor works being undertaken...
Doctors Creek Bridge	Investigation, Design and Construction	Design is complete. Construction scheduled for 11/12 start subject to funding availability.
McGlashen Ave intersection	Construction	Construction is complete. Now in the final stages of contract completion. with minor works being undertaken.
Arnold Bridge Widening	Investigation, Design	Project deferred due to fall in funding priority
Pipers to Tunnickliff Realignment	Design	Project deferred due to fall in funding priority
SH6 Aniseed Valley/Eden Road intersection	Investigation, Design	Investigation scheduled for 11/12 subject to funding availability
SH60 Robinson Road intersection	Investigation	Project deferred due to fall in funding priority
SH6/60 Three Brothers Corner	Design, Construction	Construction due for substantial completion by early June
SH6 Richmond Deviation Cycleway	Design, Construction	Construction completed.