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Committee Regional Transport Committee
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Comparison between Wellington Regional Land Transport Plan Programme 2015-21 and the National Land Transport Programme 2015-18

1. Purpose

To inform the Committee about the alignment between the Wellington Regional Land Transport Plan 2015 programme (RLTP programme) and the New Zealand Transport Agency's (NZTA) National Land Transport Programme 2015-18 (NLTP).

2. Background

The Regional Land Transport Plan 2015 includes a programme of activities or projects for the region that spans the six year time period from 2015/16 to 2020/21.

The NZTA develops the National Land Transport Programme (NLTP) every three years to give effect to the Government Policy Statement on Land Transport. The priorities used by the NZTA to underpin the activities within the NLTP are:

- economic growth and productivity
- value for money
- road safety.

The NLTP was released by the NZ Transport Agency on 1 July 2015. It identifies the funding allocations and funding priorities for the 10 land transport activity classes over the three years from 2015/16 to 2017/18.

The activity classes in 2015–18 are:

- state highway improvements
- state highways maintenance
- local road improvements
- local roads maintenance
- public transport
- walking and cycling
- road policing
- road safety promotion
- regional improvements and
- investment management.

The NLTP is a partnership between local authorities who invest local funding on behalf of ratepayers and the Transport Agency which invests national funding from petrol taxes, road user charges and vehicle registration and licensing fees.

The preparation of the 2015–18 NLTP has been informed by all 16 regional transport committees and Auckland Transport submitting regional land transport programmes. The NZTA is required to ‘take account of’ the projects and priorities set out in the Wellington Regional Land Transport Plan 2015.

3. Comment

Activities and projects proposed by the region have to be assessed against the NZTA’s Investment Assessment Framework to create a project specific evaluation profile. The evaluation profile is used by the Agency to compare projects across New Zealand that is within common activity classes in order to prioritise funding. Given the finite amount of funding available from the National Land Transport Fund there is always potential for some projects to not be funded.

During the preparation of the RLTP, there was close cooperation between GWRC, all other approved organisations in the region and the NZTA. This has led to the vast majority of the activities and projects identified in the RLTP programme being successfully carried through into the NLTP. This is excellent news for this region and will result in significant investment in transport infrastructure and services over the next three year period and beyond.

The NZTA is required by Section 19D of the Land Transport Management Act 2003 (amended 2013) to advise the RTC of the reasons behind any priority or funding differences as well as why any projects and activities were not included in the NLTP.

These differences include projects that did not get funding in the NLTP and those projects that received a significantly different assessed profile from that in the RLTP programme. The formal letter from NZTA is included as **Attachment 1**.

3.1 Activities or Projects excluded from the 2015-18 NLTP

Unless otherwise mentioned all activities and projects in the RLTP programme have been included in the NLTP 2015-2018.

3.1.1 Projects commencing outside the three year time period of the NLTP

The RLTP programme includes proposed activities or projects for the next six years. The NLTP covers a shorter time period of three years. Consequently there are a number of activities or projects (or phases of those projects) that are not part of the current NLTP because they commence outside the three year time period of the NLTP. These are as follows:

RLTP programme activity / project name	Lead Organisation
Bridge Corrosion Protection Port Road & Seaview Road	HCC
Eastern Hutt Rd Retaining Walls Strengthening	HCC
Hutt City East Access Route	HCC
Cycleway Network Development – Petone to Ngauranga	HCC
Kapiti Road Relief Route	KCDC
LED Street Lighting Deployment	KCDC
SH1/SH2 Petone to Grenada Road	NZTA HNO
Wellington Region Resilience Programme - Ngauranga to Airport	NZTA HNO
Wellington Region Resilience Programme - Ngauranga to SH58	NZTA HNO
Wellington Region Resilience Programme - Ngauranga to SH58	NZTA HNO
SH2 Corridor Improvements - SH2 Active Traffic Management System - Ngauranga to SH58	NZTA HNO
Wellington Port Access Improvements	NZTA HNO
Wellington RoNS (1) - SH1 Mt Victoria Tunnel Duplication	NZTA HNO
Wellington RoNS (3) - SH1 Terrace Tunnel Duplication	NZTA HNO
Wellington to Hutt Valley cycleway / walkway / Resilience project	NZTA HNO
CBD to Paremata Bridge cycleway	PCC
Eastern Hutt Rail Bridge Clearance	UHCC

The RLTP programme activities and projects listed above will remain in the RLTP programme and will be considered for funding as part of the development of the next NLTP to be published in 2018.

3.1.2 Projects not having sufficient priority to be included in the NLTP

Three activities or projects in the RLTP programme were determined not to be of sufficient priority to be included in the NLTP based on the Agency's assessment under the Investment Assessment Framework, as follows:

RLTP programme activity / project name	Lead Organisation
Transport Planning	KCDC
SH2 Rimutaka Hill Guardrails	NZTA HNO
Te Aro Roading Improvements	WCC

Of these projects NZTA have advised that further work will be carried out with KCDC to understand the need for the proposed new transport model upgrade in Kapiti, whilst the NZTA HNO SH2 Rimutaka Hill guardrail proposal currently lacks the necessary business case to support the funding proposal. As such these proposals may be reconsidered for funding approval.

The WCC Te Aro roading improvement proposal was rated by WCC as a low funding priority and the NZTA has agreed. This project is unlikely to be reconsidered for funding.

3.1.3 Projects not eligible for funding from the National Land Transport Fund

There was one project that was determined to be not eligible for funding from the National Land Transport Fund;

RLTP programme activity / project name	Lead Organisation
WiNeera - Onepoto Walkway and Cycleway	PCC

Further discussion between NZTA and PCC will determine whether this proposal will be reconsidered for funding approval in due course.

3.2 RLTP projects included in the NLTP at a different priority

The NZTA have advised of any RLTP activity or project that has been included in the NLTP, but has been accorded a different level of priority than that assigned in the submitted RLTP programme.

This is a reflection of the NZTA applying its own Investment Assessment Framework in order to prioritise projects and activities at a national level. This applies a national level of focus compared to the regionally focused prioritisation methodology adopted by this Committee in developing the RLTP programme (Report 14.228). Whether there is a difference in priority has little substantive effect on the overall programme.

3.3 Current funding status of projects

The NZTA has provided to each Approved Organisation a list of the “funding priority” it has allocated for each RLTP project that is included in the final NLTP. This funding priority is the current status of the activity or project based on the available information at the time of creating the NLTP.

There are three funding priority categories for the NLTP. These are “recommended”, “probable” or “proposed”. It is understood that the meaning of these terms is as follows:

- Recommended - describes a project or activity where funding approval has been agreed
- Probable - is the status where the NZTA is confident of the funding approval and there is an expectation that the project can advance to funding approval. This may for example mean that the activity has met

all the evidence and information criteria and is awaiting formal approval

- Proposed – is for projects where the NZTA considers more work is required to develop the project before it is ready to be considered for final funding approval. This may include a need for further evidence of scope or a business case.

Those activities currently with a “recommended” funding priority in the NLTP are typically the business as usual activities (maintenance, operation and renewal programmes for roads plus existing public transport services), as well as road safety promotion and road minor improvements (both on local roads and State Highways).

The difference between “probable” and “proposed” seems to be largely based upon the degree of confidence the NZTA has in the supporting evidence and work in developing the proposal. This may be related to the phase of the business case approach that the project is in.

It is noted that a number of the RLTP programme significant activities are rated as “probable” whilst others as “proposed”, however it is unclear as to the particular reasons for this difference in status. One of the risks that the Committee may want to be aware of is the potential delay to the commencement of some projects whilst the reasons for the status ratings are clarified and agreement sought on the degree of evidence necessary.

The table below provides information on the NLTP funding priority for the RLTP programme significant activities:

RLTP Significant Activities projects (in ranked order)	Lead Organisation	NLTP Funding Priority
Kapiti Road Relief Route	KCDC	probable
SH2 Corridor Improvements	NZTA	proposed
SH1/SH2 Petone to Grenada Road	NZTA	proposed
Wellington City BRT Infrastructure Improvements	WCC	proposed
Wellington to Hutt Valley cycleway / walkway / Resilience project	NZTA	proposed
Wellington RoNS (1) - SH1 Mt Victoria Tunnel Duplication	NZTA	proposed
SH2 Rimutaka Programme	NZTA	proposed
SH58 Safe System (Grays Rd to SH2)	NZTA	proposed
Road Space Reallocation Corridor Programme	WCC	proposed
Adelaide Road Improvements	WCC	proposed
Cross Valley Link	HCC	proposed
Wellington Integrated Fares and Ticketing	GW	proposed
Eastern Bays seawall protection and Great Harbour Way Shared Path	HCC	probable
Wainuiomata Hill Cycling Facilities	HCC	probable
Wellington RoNS (7) - SH1 Peka Peka to Otaki Expressway	NZTA	probable
Wellington Port Access Improvements	NZTA	probable

Wellington RoNS (3) - SH1 Terrace Tunnel Duplication	NZTA	probable
Wellington Region Resilience Programme	NZTA	proposed
SH2 Moonshine Hill Road to Gibbons Street Safety Improvements	NZTA	proposed

4. Communication

The RTC and councils in the region have already been advised by the NZTA on the 2015-18 National Land Transport Programme funding decisions. No further communication is required.

5. The decision-making process and significance

The matter requiring decision in this report has been considered against the requirements of Part 6 of the Local Government Act.

5.1 Significance of the Decision

No decision is being sought in this report and a formal record outlining consideration of the decision making process is thus not necessary.

This report describes the decisions made by the NZTA in fulfilling its role in managing and administering the NLTF and in developing the NLTP.

5.2 Engagement

Further engagement on this matters contained in this report is considered unnecessary in accordance with the GWRC significance and engagement policy.

6. Recommendations

That the Committee:

1. ***Receives the report.***
2. ***Notes the content of the report.***

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Attachment 1: Letter from NZTA to RTC Chair - 2015-18 National Land Transport Programme RLTP Funding Decisions (dated 17 July 2015)