

RLTS Policies

Programme Prioritisation & Funding Policies

This group of RLTS policies (8.8) guide the regional transport programme prioritisation process.

- a Develop an agreed prioritisation process and methodology to be applied when carrying out review of the Regional Transport Programme.
- b Ensure that projects or packages that contribute significantly to key national or regional outcomes are given priority.
- c Ensure that prioritisation decisions in the Regional Land Transport Programme take account of a project or package's effectiveness, including its potential risks and its contribution towards the achievement of the Regional Land Transport Strategy's objectives and outcomes.
- d Ensure that prioritisation decisions for each project or package includes consideration of:
 - Seriousness: The relative magnitude and significance of the transport problem to which the project or package responds;
 - Urgency: The consideration of need to hasten project/package implementation;
 - Economic Efficiency: A rating of the economic returns on the funds invested as measured by a benefit cost ratio;
 - Volumes: The numbers of those people affected;
 - Affordability;
 - Practicality and readiness: The consideration of factors that may influence timely implementation;
 - Perceived safety benefits.
- e Ensure that once a project or package is committed and construction or implementation has been approved, then that project or package's funding is deemed to be committed and will not be reallocated to another purpose unless significant new information comes to light.
- f Ensure that Western Corridor passenger rail infrastructure and other improvements are in place prior to the opening of the Transmission Gully Motorway.
- g Ensure the following applies to the allocation of Crown "C" funds:

The use of "C" funds should be used early to maximise buying power as these funds are not indexed against inflation.

The highest priority for the use of C funds for assisting local share will be passenger rail improvement projects.

The Kapiti Western Link Road Stage 1 design and construction is the second priority for assistance with the local share.

C1 and C2 funds will be used to achieve an effective FAR of 90% for passenger rail improvement projects.

C1 funds will be used to achieve an effective FAR of 90% for Stage 1 of the Western Link Road, but will not be available to assist the local share of Stages 2 and 3 of this project.

Up to \$45 million of C1 funds are available to assist the local share of the Grenada to Gracefield Stage 1 project (assistance to the level of half the local share), noting that this project is still subject to further investigations.

All C3 funds will be used to develop the proposed Transmission Gully Motorway as the long term solution to address access reliability for State Highway 1 between Kapiti and Wellington.

- h Ensure the following applies to the allocation of Regional “R” funds:
- (i) To accelerate otherwise unfunded projects or packages that bring an identified regional benefit;
 - (ii) May be used to offset local financial assistance rates;
 - (iii) May be used for either passenger transport or roading projects or packages.