

Report 12.522
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Committee Regional Transport
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Comparison between Wellington Regional Land Transport Programme 2012-15 and NZTA's Wellington National Land Transport Programme 2012-15

1. Purpose

To inform the Committee about any significant differences between Wellington's 2012-15 Regional Land Transport Programme (RLTP) and the New Zealand Transport Agency's National Land Transport Programme 2012-15 (the Programme).

2. The decision-making process and significance

No decision is being sought in this report.

This report summarises decisions made by the New Zealand Transport Agency.

3. Background

The Committee considered the recommended RLTP at its meeting on 22 June 2012 (**Report 12.246**) and resolved to refer it to Greater Wellington for approval (**Report 12.301**). It was adopted by Greater Wellington, without amendment, on 27 June 2012.

The National Land Transport Programme 2012 – 2015 was released by the NZ Transport Agency on 29 August 2012. It identifies the funding allocations and funding priorities for the various activity classes over the three years from 2012/13 to 2014/15.

The Programme is required under the Land Transport Management Act 2003 (LTMA) to 'give effect' to the Government Policy Statement on Land Transport Funding and to 'take account of' the projects and priorities set out in the Wellington RLTP.

During the preparation of the RLTP, there was close cooperation between Greater Wellington, other approved organisations and the NZ Transport

Agency. As such, it is not surprising that the majority of the projects identified in the RLTP were carried through into the national Programme.

Nevertheless, projects proposed by the region have to be assessed against the NZ Transport Agency’s evaluation profile and compared to other projects from elsewhere in New Zealand. Given the finite amount of funding available from the National Land Transport Fund (which is administered by the NZ Transport Agency) it is always likely that some projects will not be funded.

4. Comment

The NZ Transport Agency advises they will shortly provide a letter to the Road Controlling Authorities of the region and Greater Wellington explaining the reasons behind any priority or funding differences as well as why certain projects and activities were not included in the national Programme. This letter is required by Section 19D of the Land Transport Management Act 2003.

In advance of the receipt of this official assessment, council officers have analysed the significant differences between the RLTP and the Programme. The tables below show those projects that did not get funding in the Programme (Table 1), and those projects that received a significantly different level of funding from the RLTP request (Table 2).

This data has been checked with the NZ Transport Agency, but due to the difficulty of cross-referencing the information between different systems, is not guaranteed to be 100% accurate.

Table 1: RLTP projects not included in the National Land Transport Programme 2012-15	
Org	Project name
GW	Regional Rail Plan – Passenger Rail Improvements (10 yr)
HCC	Eastern Bays Shared Path - Great Harbour Way
HCC	Road Safety Promotion - Medium Strategic Fit
HCC	Seismic Strengthening of Pomare-Wingate Railway Overbridge
HCC	Seismic Strengthening of Waiwhetu Stream Road Bridges
KCDC	Road Safety Promotion 2012/15 - Low Strategic Fit
KCDC	Road Safety Promotion 2012/15 - Medium Strategic Fit
MDC	Road Safety Promotion - Low strategic fit
PCC	Development of forward works plan for resurfacing
PCC	Porirua new cyclepath construction
PCC	Porirua Station Road to Kenepuru Station Shared Use Path
PCC	Remaining Life Study of Roding Structures (1)
PCC	Whitford Brown Ave / Okowai Road intersection improvement

UHCC	Akatarawa Road - Safety Upgrade
UHCC	Eastern Hutt Rail Bridge - Clearance
UHCC	Road Safety Promotion 2012 - 2015 - Low Strategic Fit
UHCC	Totara Park Bridge - Seismic Strengthening
WCC	Aotea Quay Improvements
WCC	Great Harbour Way
WCC	Road User Promotion 2012-15 Low Strategic Fit
WCC	Te Aro Roding Improvements
NZTA HNO	Improved Driver Information
NZTA HNO	Network Optimisation Improvements 12/15
NZTA HNO	RH : Two Bobs Corner Realign
NZTA HNO	Road Safety Promotion 12/15 - High Strategic Fit
NZTA HNO	SH2 Buchanan Place /Ngaumutawa Road Intersection (Masterton)
NZTA HNO	SH2 Guardrails on Rimutaka Hill
NZTA HNO	SH58 Mt Cecil to Harris Road Safety Improvements

Table 2 shows the major projects that received a significantly different level of funding than what was sought for in the RLTP. The table also identifies the amount of the funding difference.

Org	Project name	RLTP (\$M)	NLTP (\$M)	Diff (\$M)
CDC	Maintenance, Operations and Renewals Programme 2012-15	8.46	7.64	- 0.82
GW	Public Transport Programme 2012-15	317.46	307.33	- 10.13
HCC	Maintenance, Operations and Renewals Programme 2012-15	42.59	38.84	- 3.75
KCDC	Maintenance, Operations and Renewals Programme 2012-15	18.10	14.59	- 3.51
MDC	Maintenance, Operations and Renewals Programme 2012-15	20.24	18.79	- 1.45
NZTA HNO	Wellington RoNS (3) - SH1 Terrace Tunnel Duplication	4.30	3.30	- 1.00
NZTA HNO	Wellington RoNS (6) - SH1 Mackays to Peka Peka Expressway (10 year construction + property cost)	639.20	620.41	- 18.79

NZTA HNO	Maintenance, Operations and Renewals Programme 2012-15	75.04	75.91	+ 0.87
NZTA HNO	Wellington RoNS (5) - Transmission Gully (Design)	32.07	30.63	- 1.44
NZTA HNO	Wellington RoNS (5) - Transmission Gully (Total 10 year property cost)	37.17	40.05	+ 2.88
WCC	Maintenance, Operations and Renewals Programme 2012-15	96.44	75.49	- 20.95

A number of other projects show funding differences, but these are minor in nature and are not recorded in this paper. A full list will be provided by the NZ Transport Agency as required by the LTMA 2003 in due course.

5. Communication

Any communication should await the official letter from the NZ Transport Agency as required by Section 19D(2) of the Land Transport Management Act 2003.

6. Recommendations

That the Committee:

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

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