

MIN-3622 Continuous funding allocations – funding breakdown

15 June 2021

The Minister is seeking more detail in the levels of investment proposed by Councils in the next three-year NLTP period. The interest is in the following:

- A high-level view of the transport investment under the RLTPs and Activity Management Plans;
- Lengths of renewals and other related stats, as much as can be provided in a reasonable timeframe and is feasible;
- Information on a representative group of councils was requested, the difficulties of which is addressed below.

Waka Kotahi NZ Transport Agency's response:

This response relates specifically to continuous programmes, and the request was refined to use the approach described below. The Activity Management Plan (AMP) and Regional Land Transport Plans (RLTPs) both have a wider scope than the continuous programmes, so this response should not be treated as reflective of the investment made as part of those programmes.

The Minister's request sought a high-level view of transport investment based on a sample group of Council AMPs and RLTPs. Funding requests for continuous programmes are primarily underpinned by the evidence base contained in AMPs and the strategic alignment set out in the RLTP. On this basis, the information presented below is drawn directly from national analytics of funding requests, which provides an effective representation of the information sought by the Minister.

In relation to the request for information on a representative group of councils, Waka Kotahi is unable to produce this information at this moment in time, with the moderation process for investment bids underway. The hundreds of pages of documentation for each council makes collating a representative sample a substantial task for the team working in this area. Waka Kotahi is happy to work with the Minister's Office to facilitate responses which satisfy the Minister's interest in this information.

Local Road Maintenance

Local road maintenance relates to the stewardship of New Zealand's land transport network and contributes to providing reliable access for people to social and economic opportunities while maintaining the safety and resilience of the local road network.

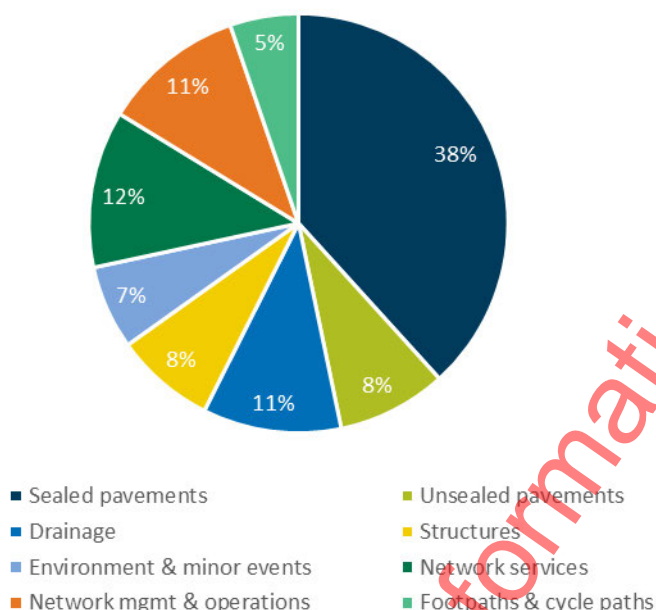
We are investing more than \$2.1 billion during the next three years to support local government to maintain, operate and renew approximately 85,000km of local roads. The allocation also includes provision for emergency works to enable urgent response to transport network disruptions following major events.

The breakdown of planned investment is summarised in the table and chart below. The funding is planned to deliver¹ approximately 16,000 lane-km of sealed road renewals, 3m cubic metres of metalling on unsealed roads and over 1800km of renewed drainage assets.

¹ Planned delivery quantities are based on forecasts submitted by councils with their funding submissions. These are current best estimates and will be subject to review prior to adoption of the NLTP in August

Work type	Description	NLTF investment (\$M)
Sealed roads	Routine care and planned resurfacing or replacement of sealed roads	\$740m
Unsealed roads	Routine care, grading and periodic renewal of unsealed roads	\$160m
Drainage	Routine care and renewal of drainage facilities such as culverts, kerb and channel and roadside swales	\$210m
Structures	Routine maintenance and renewal of components of bridges and other structures such as retaining walls. Also provides for the like for like replacement of bridges and structures which have reached their end of life	\$150m
Environment	Routine care and attention of the road corridor to maintain safety, aesthetic and environmental standards, including response to any minor natural events that reduce service levels on part of the transport network.	\$130m
Network services	Routine care, attention and renewal of road signs, markings and lighting, including maintenance and renewal of rail level crossing warning devices	\$230m
Network mgmt. & operations	General management and control of the road network and management of road assets including operation, maintenance and power costs of traffic signals and other equipment that support transport network operations	\$210m
Footpaths & cycle paths	Operation, maintenance and renewal of public footpath, cycle and shared path facilities	\$110m
Emergency works provision	Response to a major natural event that has reduced or will reduce customer levels of transport service significantly below those that existed prior to the event	\$200m

2021-24 NLTP Local Road Maintenance Investment



Road Safety Promotions: 2021-24 Continuous Programme

Safety promotion, education and advertising activities promote the safe use of the land transport network through education, advertising, awareness raising and issuance of public information to users of the transport network.

Safety promotion, education and advertising activities have the following objectives:

- advancing the priorities and initiatives identified in the Road to Zero Strategy and its action plan
- achieving safer outcomes by working with communities to identify and address local land transport safety issues
- developing and motivating national, regional and local land transport safety partnerships to ensure an integrated approach to safety outcomes.

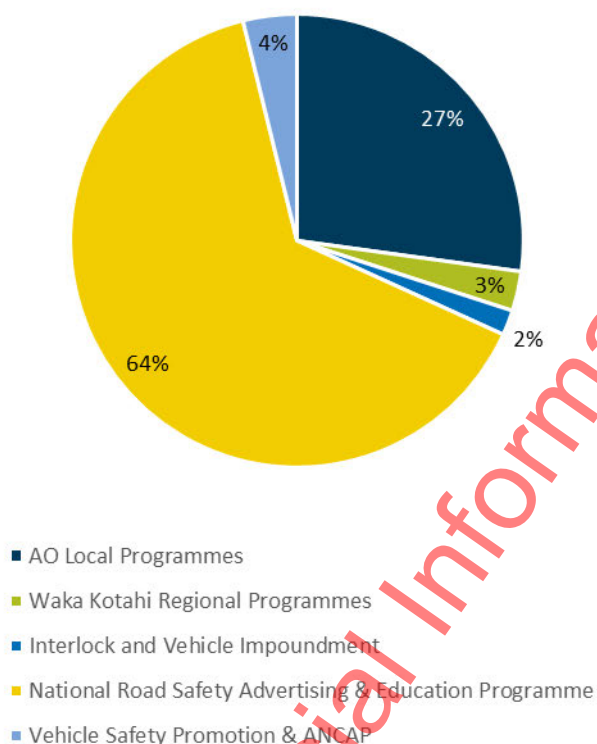
The delivery of road safety promotion is provided by integrated programmes and an alignment of resources through:

1. nationally managed activities
2. Waka Kotahi regional programmes
3. approved organisations' local programmes

Promotion, education and advertising activities achieve their greatest impact when there is consistency in the messaging. Waka Kotahi encourages approved organisations and Waka Kotahi staff to plan the content and timing of local road safety promotion activities to coincide with activities at the national level where appropriate and possible. Road safety action planning helps ensure that local, national, NZ Police and partnering organisations leverage off each other by coordinating their respective programmes for best effect.

The chart below shows the allocation of the Road Safety Promotions Continuous programme for 2021-24:

2021-24 NLTP Road Safety Promotion Continuous Programme Investment



The specific activities within the three main categories are detailed below:

1. Nationally Managed Activities

Activities include:

- National Road Safety Advertising and Education Programme – wide-reaching national advertising campaigns targeted at influencing driver attitudes and behaviours, and education programmes, such as “Bike Ready”, New Zealand’s national cycling education system.
- Vehicle Safety Standards and ANCAP Programme – campaigns and promotion activities related to vehicle safety ratings, working with the Motor Vehicle Industry and ANCAP membership.
- Alcohol Interlock Subsidy, and Vehicle impoundment Programme – regulatory functions for managing court-imposed judgements for locking devices on cars and removing abandoned or damaged vehicles off State highways.

2. Waka Kotahi Regional Programmes

Activities include:

- the development of Road Safety Action Plans that target identified high-priority risks in the region
- road safety promotion activities on state highways, including billboard advertising and other media, often co-ordinated with local councils
- road shows and seminars including the successful “Shiny Side Up” motorcycle cycle bike fest and safety awareness talk series.

3. Approved Organisations Local Programmes

Examples of activities include:

- provision of integrated advice, information and support to community groups
- events, workshops, seminars or displays to raise awareness of local land transport safety issues
- safety education in schools, driver education and information, walking and cycling safety
- advertising (eg billboards, radio, television, digital, print and other media).

Funding allocation

The allocation of funding for continuous programmes is split 54 percent to Councils in country/rural New Zealand and 46 percent in the six main urban centres of Auckland, Christchurch, Hamilton, Queenstown, Tauranga, and Wellington. The largest single amount is for Auckland Transport which is for \$13.4 million (31 percent) of the \$43.2 million allocated to approved organisations.

Town vs Country	2021-24 Continuous Programme Funding Allocated (\$M)
Country	\$23.4m
Town	\$19.7m
Total AO's	\$43.2m
Country	54%
Town	46%
Grand Total %	100%

Public Transport

In the 2021-24 NLTP the public transport continuous programme will be managed across two activity classes – Public Transport Services and Public Transport Infrastructure. This differs from the 2018-21 NLTP where it was contained within a single public transport activity class.

- Public Transport Services includes the provision and operation of public transport services that maintains as well as improves the levels of service of the public transport network.
- Public Transport Infrastructure includes the maintenance and renewal of existing public transport infrastructure and investment in new public transport infrastructure.

Both public transport activity classes are further broken down into two distinct groupings:

- public transport continuous programmes
- public transport improvements

This update provides an overview of the \$1.27 billion investment from the National Land Transport Fund in public transport continuous programmes during the next three years to maintain existing and on-going services, operations and renewals.

The breakdown of planned investment is summarised in the table and chart below. The funding is planned to deliver² approximately 905.4 million bus service passenger kms, 603.2 million rail service passenger kms, 25.6 million ferry service passenger kms and over 1.6 million Total Mobility trips.

Confidence in patronage forecasts is difficult to determine due to uncertainty about the rebound in passenger boarding trips to pre-COVID levels. During the COVID-19 lockdowns in 2020, there was a significant drop in public transport patronage across the country. Nationwide passenger boarding numbers fell nearly 18 percent from 168.4 million total boardings in 2018/19 to 138.8 million total boardings in 2019/20. While patronage is recovering at a faster pace in some centres rather than others, the numbers are in general not expected to return to pre-COVID levels until 2023/24 or after.

Funding type	Description	NLTF investment (\$m)
Bus services	Contracted bus public transport services that are set out in the Regional Public Transport Plans, including preparation and management of contracts, monitoring of services and other associated management and overhead costs.	\$708m
Rail services	Contracted ferry public transport services that are set out in the Regional Public Transport Plans, including track access charges as agreed between regional approved organisations and KiwiRail, preparation and management of contracts, monitoring of services and other associated management and overhead costs.	\$299m
Ferry services	Contracted ferry public transport services that are set out in the Regional Public Transport Plans, including preparation and management of contracts, monitoring of services and other associated management and overhead costs.	\$32m
Total mobility	Provides for door-to-door subsidised taxi or specialist transport provider trips for people with disabilities and includes the administration, maintenance and operation of facilities and equipment associated with the Total Mobility scheme.	\$39m
PT service opex	Ongoing management, operations and maintenance costs that support the delivery of public transport services. Includes costs associated with electronic information and data management systems such as electronic ticketing and fare systems, real-time information systems marketing, operation of call centres, promotional activities including ongoing travel demand management, preparation of reports including user satisfaction surveys, and updating of public transport planning documents.	\$87m
PT infrastructure – maintenance operations and renewals	Ongoing management, operation and maintenance of off-vehicle facilities (eg bus stops, interchanges, park and ride) and infrastructure associated with the delivery of public transport	\$104m

² Planned delivery quantities are based on forecast data submitted by councils with their funding submissions. These are current best estimates and will be subject to review prior to adoption of the NLTP in August

	<p>services, inclusive of general security of public transport facilities is captured under operations.</p> <p>Provides for the like-for-like renewal of facilities and infrastructure associated with the delivery of contracted public transport services, such as bus stop shelters, stations, interchanges.</p>	
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2021-24 NLTP Public Transport Services and Public Transport Infrastructure Continuous Programme Investment

