

8 LTMA Assessment

It is a requirement that transport proposals are assessed against the objectives and purpose of the Land Transport Management Act (LTMA) 2008. The Act also requires the Government to periodically issue a Government Policy Statement on Land Transport Funding (GPS). The LTMA and the GPS have provided direction to the project team during the formulation of options.

A new GPS was released as this project was being progressed. The most recent GPS places a heavy emphasis on the generation of national economic growth and productivity. All of the options have been developed in accordance with the requirements of the LTMA. There is unlikely to be any significant differences between options in their ability to achieve the objectives of the GPS. This chapter presents an assessment of the project rather than of options.

8.1 Land Transport Management Act Compliance

The LTMA requires that the GPS and NZTS contribute to an affordable, integrated, safe, responsive and sustainable land transport system, and more specifically to its five objectives. The most recent GPS means that “assisting economic growth” will now be given more weighting when projects are evaluated.

Economic Development

The SH1 expressway project has high potential to stimulate economic activity in the region. The expressway could contribute to economic growth both by providing a fast, reliable route to and from Wellington and by enabling KCDC to capitalise on land development opportunities.

Assist Safety and Personal Security

Providing a SH1 expressway with superior horizontal and vertical alignments would reduce the number of fatal and serious crashes for motorists making inter-regional trips. Removing at-grade intersections and eliminating queuing on SH1 would also reduce the likelihood of, often minor, nose-to-tail crashes.

Improve Access and Mobility

The SH1 expressway is intended to improve inter-regional connectivity. The project is therefore unlikely to have a significant impact on access and mobility at a local level.

Protect and Promote Public Health

Options that avoid town centres will lead to reduced noise and air pollution in urban areas. The use of measures such as noise bunds, noise walls and noise minimisation surfacing is expected to be sufficient to maintain or reduce noise levels from their current levels.

Ensure Environmental Sustainability

Work completed during this scoping stage has not identified any significant environmental effects. The double tracking and electrification of the NIMT railway in Kapiti will help to create an integrated inter-urban transport system, providing alternatives to single occupancy vehicle trips.

8.2 Government Policy Statement Assessment Criteria

The GPS outlines specific short to medium term “impacts” the government expects to be achieved through the use of the National Land Transport Fund. These can be seen in Figure 8.1.

Figure 8.1 – Desired Short to Medium Term Impacts (GPS, May 2009, Page 11)

<p>Impacts that contribute to economic growth and productivity</p> <ul style="list-style-type: none">• Improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation through:<ul style="list-style-type: none">○ improvements in journey time reliability○ easing of severe congestion○ more efficient freight supply chains○ better use of existing transport capacity.• Better access to markets, employment and areas that contribute to economic growth.• A secure and resilient transport network. <p>Other impacts</p> <ul style="list-style-type: none">• Reductions in deaths and serious injuries as a result of road crashes.• More transport choices, particularly for those with limited access to a car where appropriate.• Reductions in adverse environmental effects from land transport.• Contributions to positive health outcomes.

Journey Time Reliability & Congestion Relief: Limiting the number of connections between the SH1 expressway and the local road network will reduce interruption to traffic flow reducing the likelihood of congestion for motorists making inter-regional trips. Eliminating at-grade intersections will eliminate traffic congestion on SH1 in Kapiti.

Providing two lanes in each direction will allow motorists to overtake slow moving vehicles. This will improve journey time reliability allowing the efficiency of freight supply chains to be improved. It is anticipated that improvements to travel times will also result in faster movement of freight.

Access to Areas that Contribute to Economic Growth: Kapiti Coast District Council has identified Paraparaumu Town Centre and Airport developments as stimulus for economic growth in the district. Options that restrict or do not provide access to these areas are likely to reduce the potential of these developments.

Network Resilience: Options that provide additional Waikanae River crossings will improve route security by providing an alternative river crossing to the existing SH1 bridge.

8.3 National Land Transport Programme Criteria

The NZTA has developed a draft funding assessment framework for use as a tool for allocating funding. Once finalised the assessment framework will be published as an amendment to the NZTA Planning, Programming and Funding Manual (PPFM). The draft framework indicates three criteria against which options must be assessed:

- Strategic fit assessment;
- Effectiveness assessment; and
- Economic efficiency assessment.

Strategic Fit

SH1 between Levin and Wellington (through Kapiti Coast) is identified in the GPS as a Route of National Significance. Any Kapiti SH1 expressway is therefore well aligned with the national transport strategy and will achieve a 'high' strategic fit rating.

Effectiveness Assessment

The 2005 Western Corridor Study considered a variety of multi-modal enhancements to the corridor and recommended the creation of a four-lane expressway from MacKays Crossing to north of Otaki. This, combined with rail enhancements will provide an integrated transport improvement. The strategic function of SH1 in Kapiti means that highway improvements will be beneficial to all of New Zealand.

The Wellington Region was consulted as part of the Western Corridor Study about the provision of an expressway through Kapiti Coast District. Improvements to SH1 in Kapiti are already included in the Regional Land Transport Plan. Any Kapiti SH1 expressway will therefore effectively meet the regional objectives for the project. Any Kapiti SH1 expressway will achieve a 'high' effectiveness rating.

Economic Efficiency

The benefit to cost ratios for all of the options are reported in Chapters 4 and 6. Options that have a BCR of less than 2 should be classified as having a low economic efficiency rating, while a BCR between 2 and 4 corresponds to a medium economic efficiency rating and projects with a BCR over 4 are rated as having a high economic efficiency.