

7 October 2024

[REDACTED]
[REDACTED]
Sent via email to [REDACTED]

RE: LG24-0225 - National Land Transport Programme

Dear [REDACTED],

REQUEST FOR OFFICIAL INFORMATION – PARTIAL RELEASE OF INFORMATION

Thank you for your request for information held by the Queenstown Lakes District Council (QLDC). On 20 September 2024 you requested the following information under the Local Government Official Information and Meetings Act 1987 (LGOIMA):

- The [REDACTED]'s concerns with the Government Policy Statement on Land transport 2024 – 2034 released in June, have been compounded by the September release by Waka Kotahi of the 2024 – 2027 National Land Transport Programme (NLTP) final decisions.

We believe that these documents represent significant risks for workers who depend on public transport, and for those who work in public transport.

In order to gain a greater understanding of the implications of this statement and programme, we would request from your organisation:

1. An estimate of the funding shortfall in your region that has resulted because of recent NLTP changes.
2. An indication of the programmes and projects that will be affected by this cut in funding, and any re prioritisation that is being considered.
3. Any information you have on the groups most likely to be impacted by these changes.
4. Any economic or employment analysis you have undertaken of the likely losses caused by NLTP changes, both direct and indirect.
5. A description of the options being considered to make up any funding shortfalls.

QLDC response

Partial release of information

To address your request, we consulted the QLDC Property and Infrastructure Team who assisted in providing the following response:

1. An estimate of the funding shortfall in your region that has resulted because of recent NLTF changes.

Thank you for your time on 2 October 2024. Following our conversation, we understand the scope of your request is limited to transportation assets and services under QLDC's control.

Please see the attached NLTP funding implications summary with this response that was presented during a Council workshop held on 10 September 2024. This summary shows the variances between the funding QLDC assumed would be received via the 2024-27 NLTP versus the approved position. Please note that Resilience funding decisions are yet to be finalised/announced and may change the position presented in the attached material.

2. An indication of the programmes and projects that will be affected by this cut in funding, and any re prioritisation that is being considered.

Please refer to the same attached material for the programmes and projects impacted by the 2024-27 NLTP.

With respect to your request for information regarding 'any reprioritisation that is being considered', we respectfully refuse this part of your request under section 17(d) of the Local Government Official Information and Meetings Act 1987 on the basis that this information will soon be publicly available. We refer you specifically to the upcoming meetings to be held in public:

- Infrastructure Committee workshop 8 October 2024: members and officers will discuss the implications of the NLTP and begin exploring relative priorities for transportation investment in the district
- Wānaka-Upper Clutha Community Board workshop 10 October 2024: members and officers will discuss the implications of the NLTP and begin exploring relative priorities for transportation investment in the ward
- Council meeting 12 December 2024: Council will consider options and make decisions on the reprioritisation of expenditure in response to the NLTP.

Relevant reports, materials, recordings, and minutes will be made available on the QLDC website <https://www.qldc.govt.nz/>

3. Any information you have on the groups most likely to be impacted by these changes.

QLDC does not hold such information and would be unable to answer until decisions on any reprioritisation of expenditure are made. Accordingly, we respectfully decline this part of your request under section 17(e) of the Local Government Official Information and Meetings Act 1987 on the basis the information requested does not exist.

4. Any economic or employment analysis you have undertaken of the likely losses caused by NLTP changes, both direct and indirect.

QLDC does not hold such information. Accordingly, we respectfully decline this part of your request under section 17(e) of the Local Government Official Information and Meetings Act 1987 on the basis the information requested does not exist.

5. A description of the options being considered to make up any funding shortfalls.

Officers are working to understand the implications of the NLTP funding decisions, and as noted above, will be liaising with elected members in coming months to develop options for Council consideration in December. Accordingly, we respectfully refuse this part of your request under section 17(e) of the Local Government Official Information and Meetings Act 1987 on the basis the information requested does not yet exist, and section 17(d) of the Local Government Official Information and Meetings Act 1987 on the basis that such information will soon be publicly available.

We trust the above information satisfactorily answers the relevant components of your request.

Right to review the above decision

Note that you have the right to seek an investigation and review by the Ombudsman of this decision. Information about this process is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

If you wish to discuss this decision with us, please contact Naell.Crosby-Roe@qldc.govt.nz (Stakeholder and Democracy Services Manager).

Kind regards,

██████████

Democracy Services team

Queenstown Lakes District Council

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2024-2027 National Land Transport Programme: Summary of QLDC Allocation

GPS 2024 has set a new direction for land transport over the next ten years. The overarching strategic priority for investment is economic growth and productivity, reflected through the NLTP's focus on maintaining existing roading networks and moving people and goods efficiently, quickly, and safely. With most of the NLTP funding directed towards the roading network, investment in other modalities such as active transport falls to local government to fund if desired.

NLTP Assumed vs Allocated	
Capex	-\$13.2M
Opex	-\$1.6M

QLDC's allocation is summarised below – all amounts reflect only the 2024/25 – 2026/27 financial years (i.e. the period covered by the NLTP).

LOW COST LOW RISK	LTP TOTAL	QLDC SHARE	NLTP ASSUMED	NLTP ALLOCATED	VARIANCE	
Minor Improvements	\$14.73M	\$7.22M	\$7.51M	\$0.61M*	(\$6.90M)	<p>*Funding received is specifically for Ballantyne/Riverbank project. Reduced LCLR will significantly impact delivery of interventions that address safety or technical LoS gaps (e.g. lines, signs, crossing points, dangerous tree removal), PT-supportive assets (e.g. bus stops), and active travel improvements (e.g. route connections).</p> <p>Approx \$2.5M of QLDC share is required for projects already in delivery (specifically Lower Shotover Rd widening/rehab, Cardrona Valley Rd rehab).</p>
Active Travel	\$1.42M	\$0.69M	\$0.72M	\$0	(\$0.72M)	
Public Transport	\$2.79M	\$1.37M	\$1.42M	\$0	(\$1.42M)	
LCLR Total	\$18.93M	\$9.28M	\$9.65M	\$0.61M	(\$9.04M)	
RENEWALS	LTP TOTAL	QLDC SHARE	NLTP ASSUMED	NLTP ALLOCATED	VARIANCE	
Structure Components	\$1.19M	\$0.58M	\$0.61M	\$0.64M	\$0.03M	<p>Overall, renewals (particularly those associated with government's 'Pothole Fund') has performed well with \$0.59M funding allocated above what is anticipated in the LTP (this discrepancy is due to a reduction in inflation rates between when the maintenance, operations & renewals bid was submitted and LTP budgets were finalised). QLDC will need to increase local share to fully uplift the funding available.</p> <p>At this level of funding, footpath renewals will be insufficient to maintain LoS (compounded by footpath maintenance opex allocation – see yellow section below). The small negative variance in environmental controls may require some reductions in associated activities (e.g. catch fences).</p> <p>With the introduction of new Activity Classes and rules in this NLTP, there is less flexibility to move money between budgets than has previously existed – this may result in more overs/ unders of renewals expenditure in the next three years.</p>
Environmental	\$0.29M	\$0.14M	\$0.15M	\$0.13M	(\$0.02M)	
Traffic Services	\$0.93M	\$0.46M	\$0.48M	\$0.50M	\$0.02M	
Unsealed Rd Metalling	\$5.39M	\$2.64M	\$2.75M	\$2.78M	\$0.03M	
Sealed Rd Resurfacing	\$13.07M	\$6.40M	\$6.67M	\$7.05M	\$0.39M	
Drainage	\$2.23M	\$1.09M	\$1.11M	\$1.11M	\$0	
Sealed Rd Rehabs	\$5.57M	\$2.73M	\$2.84M	\$2.98M	\$0.14M	
Footpaths	\$0.54M	\$0.26M	\$0.27M	\$0.07M	(\$0.20M)	
Renewals Total	\$29.21M	\$14.31M	\$14.90M	\$15.30M	\$0.40M	
MAJOR PROJECTS	LTP TOTAL	QLDC SHARE	NLTP ASSUMED	NLTP ALLOCATED	VARIANCE	
Arthurs Point Bridge	\$3.21M	\$1.57M	\$1.64M	\$0.02M	(\$1.62M)	<p>Arthurs Point Bridge pre-implementation activities (e.g. design, consenting) and the extension of Capell Ave (connecting Capell Ave to Cemetery Rd, aligned to timing of planned watermain extension) did not receive funding support.</p> <p>QLDC originally set the Transport Model replacement budget based on picking up all costs; this is now likely to be shared across NZTA, ORC, and QLDC meaning some currently budgeted local share can be repurposed.</p>
Capell Ave Extension	\$3.49M	\$1.71M	\$1.78M	\$0	(\$1.78M)	
Shepherds Cr Bridge	\$2.18M	\$1.07M	\$1.11M	\$1.11M	\$0	
Transport Model	\$1.34M	\$0.66M	\$0.68M	\$0.86M	\$0.18M	
Total	\$10.22M	\$5.01M	\$5.21M	\$1.99M	(\$3.22M)	
OTHER CAPEX	LTP TOTAL	QLDC SHARE	NLTP ASSUMED	NLTP ALLOCATED	VARIANCE	
Activity Mgt Planning	\$1.19M	\$0.58M	\$0.61M	\$0	(\$0.61M)	<p>Activity Management Planning budgets were intended to fund development/ maintenance of the Asset Management Plan, Network Operating Plan, Mode Shift Plan, and Speed Management Plans.</p> <p>Resilience provided for emergent issues such as slope instability on major routes (e.g. Crown Range, Bennetts Bluff) and did not receive funding support.</p>
Resilience	\$1.60M	\$0.78M	\$0.82M	\$0	(\$0.82M)	
Travel Demand Mgt	\$0.32M	\$0.16M	\$0.16M	\$0.24M	\$0.08M	
Total	\$3.11M	\$1.52M	\$1.58M	\$0.24M	(\$1.34M)	
<p>There is no impact on capital budgets where QLDC assumed no funding assistance would be received. These budgets include Arterial Stage One \$23.12M, CCTV Crime Prevention & Safety \$0.32M, Public Transport Network Optimisation \$0.11M, Strategic Planning \$0.68M, and Parking Management Plans \$0.48M.</p>						
OPEX	LTP TOTAL	QLDC SHARE	NLTP ASSUMED	NLTP ALLOCATED	VARIANCE	
Operations	\$24.71M	\$12.11M	\$12.60M	\$11.52M	(\$1.08M)	<p>Within the 'operations' category, there is now insufficient funding to maintain environmental maintenance LoS (e.g. CMA/grit, vegetation control), and no funding support for minor events which are inevitable (FY24 \$290k actuals).</p> <p>Residual funding for footpath/cycleway maintenance is insufficient to maintain a basic LoS (walking & cycling category), and road safety promotional activities will be significantly reduced based on approved funding levels.</p>
Pothole Prevention	\$9.82M	\$4.81M	\$5.01M	\$5.14M	\$0.13M	
Walking & Cycling	\$1.07M	\$0.53M	\$0.55M	\$0.16M	(\$0.39M)	
Road Safety	\$0.73M	\$0.36M	\$0.37M	\$0.14M	(\$0.23M)	
Total	\$36.33M	\$17.80M	\$18.53M	\$16.96M	(\$1.57M)	