

## Item 2: 2024-27 NLTP Funding Implications

**SESSION TYPE:** Workshop

### **PURPOSE/DESIRED OUTCOME:**

The purpose of this workshop item is to provide the Wānaka-Upper Clutha Community Board with an overview of the 2024-2027 National Land Transport Programme (NLTP) approved funding position. Guidance provided by the Board on its priorities for QLDC's transportation investment in the Upper Clutha over the next three years will support officers to prepare a pragmatic suite of options for consideration at the December 2024 Council meeting in response to the NLTP funding position.

### **DATE/START TIME:**

Thursday, 10 October 2024 at 11.45am

### **TIME BREAKDOWN:**

Presentation and discussion: 30 minutes

#### **Prepared by:**



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**Title:** Investment Advisory Manager  
1 October 2024

#### **Reviewed and Authorised by:**



**Name:** Tony Avery  
**Title:** General Manager Property & Infrastructure  
1 October 2024

### **ATTACHMENTS:**

A	Summary of the 2024-27 NLTP funding implications for QLDC's planned transportation investment
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# 2024-2027 National Land Transport Programme: Summary of QLDC Allocation (Upper Clutha only)

Attachment A

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	-\$5.97M
Opex	-\$0.60M

QLDC's Upper Clutha 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	\$7.06M	\$3.46M	\$3.60M	\$0.61M*	(\$2.99M)	*Funding received is specifically for Ballantyne/Riverbank project. Reduced LCLR will 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).
Active Travel	\$0.82M	\$0.40M	\$0.42M	\$0	(\$0.42M)	
Public Transport	\$0.92M	\$0.45M	\$0.47M	\$0	(\$0.47M)	
<b>LCLR Total</b>	<b>\$8.80M</b>	<b>\$4.31M</b>	<b>\$4.49M</b>	<b>\$0.61M</b>	<b>(\$3.88M)</b>	

RENEWALS	LTP TOTAL	QLDC SHARE	NLTP ASSUMED	NLTP ALLOCATED	VARIANCE	
Structure Components	\$0.44M	\$0.22M	\$0.23M	\$0.24M	\$0.01M	Overall, renewals (particularly those associated with government's 'Pothole Fund') has performed well with \$0.18M 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.
Environmental	\$0.12M	\$0.06M	\$0.06M	\$0.05M	(\$0.01M)	
Traffic Services	\$0.34M	\$0.17M	\$0.17M	\$0.18M	\$0.01M	
Unsealed Rd Metalling	\$2.04M	\$1.00M	\$1.04M	\$1.10M	\$0.06M	At this level of funding, footpath renewals will be insufficient to maintain LoS (compounded by footpath maintenance opex allocation – see yellow opex section below). The small negative variance in environmental controls may require some reductions in associated activities (e.g. catch fences).
Sealed Rd Resurfacing	\$4.85M	\$2.38M	\$2.48M	\$2.62M	\$0.15M	
Drainage	\$0.83M	\$0.41M	\$0.43M	\$0.43M	\$0	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.
Sealed Rd Rehabs	\$2.05M	\$1.01M	\$1.05M	\$1.10M	\$0.05M	
Footpaths	\$0.25M	\$0.12M	\$0.13M	\$0.03M	(\$0.10M)	
<b>Renewals Total</b>	<b>\$10.93M</b>	<b>\$5.36M</b>	<b>\$5.57M</b>	<b>\$5.76M</b>	<b>\$0.18M</b>	

MAJOR PROJECTS	LTP TOTAL	QLDC SHARE	NLTP ASSUMED	NLTP ALLOCATED	VARIANCE	
Capell Ave Extension	\$3.49M	\$1.71M	\$1.78M	\$0	(\$1.78M)	Extension of Capell Ave (connecting Capell Ave to Cemetery Rd, aligned to timing of planned watermain extension) did not receive funding support.
<b>Total</b>	<b>\$3.49M</b>	<b>\$1.71M</b>	<b>\$1.78M</b>	<b>\$0</b>	<b>(\$1.78M)</b>	

OTHER CAPEX	LTP TOTAL	QLDC SHARE	NLTP ASSUMED	NLTP ALLOCATED	VARIANCE	
Activity Mgt Planning	\$0.41M	\$0.20M	\$0.21M	\$0	(\$0.21M)	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.
Resilience	\$0.61M	\$0.30M	\$0.31M	\$0	(\$0.31M)	
Travel Demand Mgt	\$0.11M	\$0.05M	\$0.05M	\$0.08M	\$0.03M	The resilience budget provided for emergent issues such as slope instability major routes (e.g. Crown Range) and has not attracted funding support.
<b>Total</b>	<b>\$1.12M</b>	<b>\$0.55M</b>	<b>\$0.57M</b>	<b>\$0.08M</b>	<b>(\$0.49M)</b>	

There is no impact on capital budgets where QLDC assumed no funding assistance would be received. These budgets include Strategic Planning \$0.19M and Parking Management Plans \$0.18M.

OPEX	LTP TOTAL	QLDC SHARE	NLTP ASSUMED	NLTP ALLOCATED	VARIANCE	
Operations	\$9.02M	\$4.42M	\$4.60M	\$8.24M	(\$0.39M)	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 \$108k actuals).
Pothole Prevention	\$3.63M	\$1.78M	\$1.85M	\$3.73M	\$0.05M	
Walking & Cycling	\$0.46M	\$0.22M	\$0.23M	\$0.14M	(\$0.16M)	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.
Road Safety	\$0.27M	\$0.13M	\$0.14M	\$0.09M	(\$0.09M)	
<b>Total</b>	<b>\$13.38M</b>	<b>\$6.55M</b>	<b>\$6.82M</b>	<b>\$12.20M</b>	<b>(\$0.60M)</b>	