

Chatham Islands Regional Land Transport Programme 2021 – 2031

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Overview

This is the Draft 2021-31 Regional Land Transport Programme (RLTP) for the Chatham Islands region. The Land Transport Management Amendment Act 2013 requires Regional Transport Committees to develop an RLTP in consultation with their community and stakeholders every three years. The RLTP provides a statement of transport priorities for 2021 – 2031.

An RLTP sets the Region's ten year transport plan, which is renewed every six years (this version). Three years into the six year cycle, the RLTP is updated to align with any amended Long Term Plan (LTP) priorities of the Councils' which form the Regional Transport Committee (RTC). The update to this RLTP will occur in 2024.

This RLTP contains the bids for activities from the Chatham Islands Council (CIC) which is the approved road controlling organisation for the Islands. For the purposes of this document the CIC is the RTC, as they are a Unitary Authority.

Consultation

The process of consultation provides the main way for the community and stakeholders to comment on the activities proposed for inclusion in the RLTP and how they are prioritised for implementation.

The consultation is focused on the strategic aspects of transport activities and the Regional Transport Committee seeks feedback on:

- The transport issues, problems and opportunities to be addressed by this programme;
- The priorities given to transport activities in this programme; and,
- The emphasis given to one type of activity compared to another.

If there are no holistic changes to the RLTP after its three year review has been performed, the RTC does not need to undertake public consultation.

The draft RLTP document was posted on the Council website and notified to the community through the weekly local newsletter in early June 2021. Council informs that no responses or queries to the document were received.

1. Introduction

This RLTP for the Chatham Islands is prepared in accordance with the Land Transport Management Amendment Act 2013. The RLTP:

- identifies key transport issues in the region and how the transport activities proposed in this programme address these;
- lists proposed transport activities that will be undertaken during 2021 – 2031.

The ten year forecast of anticipated revenue and expenditure on transport activities is provided separately and can be obtained from the Council.

Responsibility for preparing this RLTP lies with CIC for the purpose of seeking funding for the listed activities from the National Land Transport Fund (NLTF). The NLTF is administered by Waka Kotahi on behalf of the New Zealand Government. Waka Kotahi can only allocate funds to activities listed in a RLTP or to national activities.

The lists of activities in this programme were identified by the Council (and other agencies with transport interests) in the region. There are two categories of activities:

- The routine maintenance, renewals and minor improvement activities of Council.
- Other activities, including larger Council projects, are individually identified and prioritised within this programme. These priorities are used to identify what activities can be implemented within the funding available and when they are to be implemented.

Unless a significant variation occurs, this RLTP will be reconsidered and reprioritised every three years (refer Section 13 on Significance Policy for a definition of changes that would trigger a variation before this time).

2. Strategic Context and Transport Priorities

2.1. Legislative context

The Land Transport Management Amendment Act (LTMA) took effect on 13 June 2013. Section 7A of the Act applies to the Chatham Islands and states:

- The Council is to be considered as a Unitary Authority.
- The Council prepares and consults on a RLTP, rather than a regional committee.

Under the LTMA, Regional Transport Committees (RTC) have greater functions and responsibilities. The RTC needs to propose which projects are to be prioritised for funding from national funds on the Chatham Islands.

2.2. National context

Through the 2021 Government Policy Statement (GPS), the Government has set out its priorities, funding forecasts, and the short to medium-term outcomes it wishes to achieve through the allocation of land transport funding. Waka Kotahi must use this framework when allocating funding from the NLTF.

With no state highways and no requirement for a network of cycleways, the main category of interest to this RLTP is the increased funding for local roads.

2.3. Transport Priorities

CIC's goal is to maintain and renew the existing roading network to the standard typically found on mainland New Zealand, with improvements implemented as identified and afforded.

2.4. CIC Strategic Case 2020/21

The following are extracts from the Strategic Case documentation put forward by CIC with their 2021-24 National Land Transport Programme (NLTP) funding application.

2.4.1. Problems, Benefits and Investment Objectives

The NLTP Problem Statements and associated weightings are the result of a consultation document written for Council in early 2020, which assessed performance of the 2018-21 NLTP Problem Statements and debated the merits of their continued use for 2021-24. Potential new Problem Statements were also presented for consideration along with recommendations on a draft set of statements for 2021-24. From this process the Overarching Problem Statements were developed alongside the following NLTP Problem Statements. The 2021-24 NLTP Problem Statements are outlined below.

Problem 1:	Shallow unsealed pavement lead to increased isolated failures and subsequently an increased cost of reactive maintenance.	40%
Problem 2:	A lack of effective drainage on unsealed roads contributes to a poor ride quality and a higher cost of vehicle maintenance for road users.	30%
Problem 3:	Bridge structures rated below Class 1 restrict heavy vehicle load limits and if not complied with, endanger structural integrity and the safety of motorists.	20%
Problem 4:	A poor driving culture leads to an increased risk of death or serious injuries and associated damage to road infrastructure.	10%

The following benefits and their associated weightings, were used to develop Investment Objectives:

Benefit 1:	Reduced road maintenance costs on unsealed roads.	25%
Benefit 2:	Reduce the cost of living and doing business for residents.	30%
Benefit 3:	Increased customer level of service .	15%
Benefit 4	Reduced likelihood of death or serious injuries to residents.	30%

Figure 1 presents the final transport ILM for the Chatham Islands.

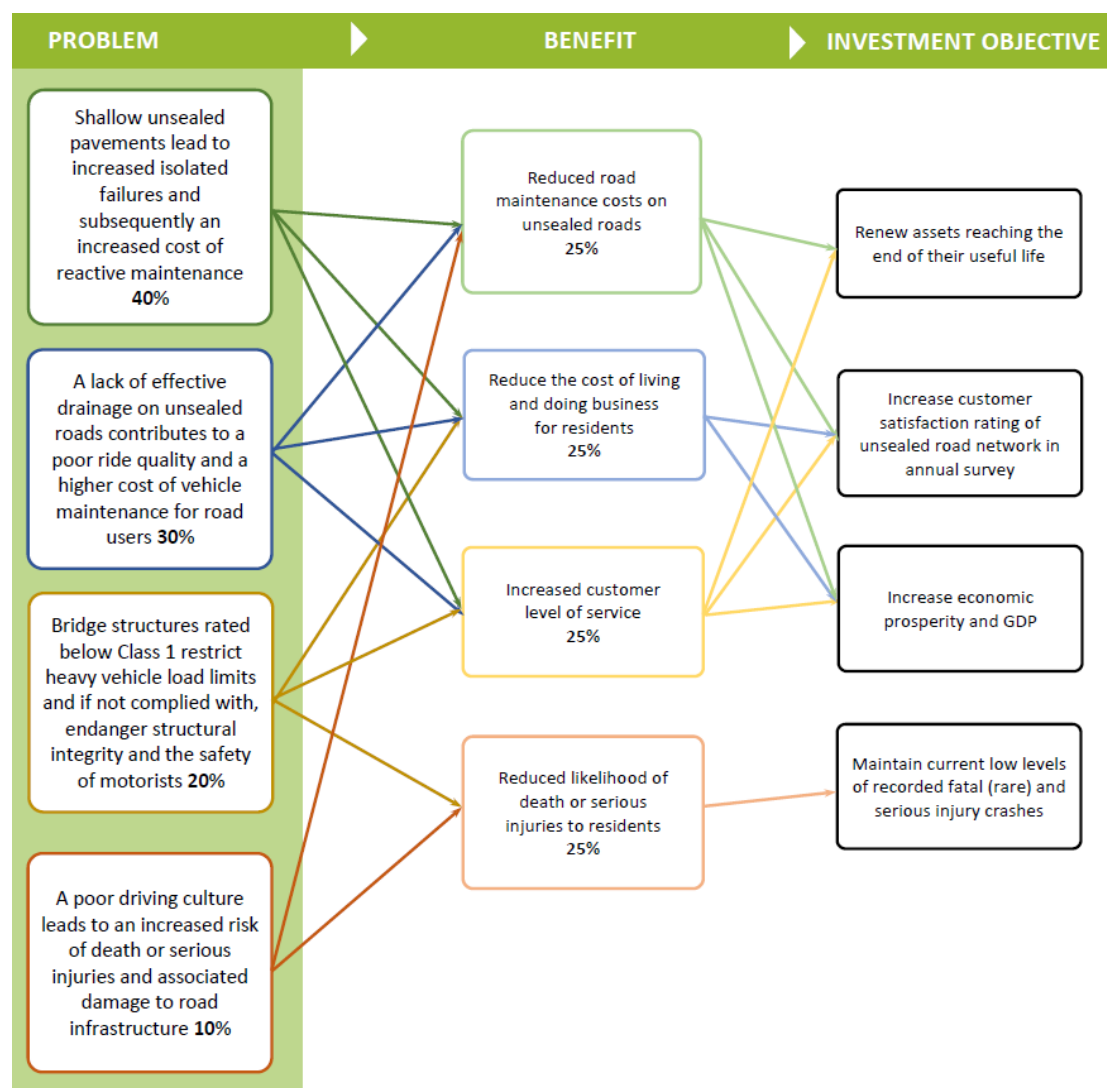


Figure 1: CIC Investment Logic Map (ILM)

2.4.2. Overarching Problem Statements

During the review of the 2018-21 NLTP Problem Statements, it was apparent a couple of the Problem Statements were unable to be addressed via the NTLF and so were not persisted with for 2021-24. To continue to highlight the importance of the main long-term problems that persist on the Island, the following Overarching Problem Statements were devised. These problems bear heavily on the Islands but cannot be directly improved through the application of NLTP funding. No weighting is applied to these problems, as the statements sit outside the NLTP Problem Statements and do not form a part of the ILM.

The current aircraft and airport infrastructure are limiting the potential economic growth of the Islands

The Islands' remote location means a higher cost of doing business and limited resiliency to respond to a major environmental event

With all quarries located in the north of Chatham Island, it inhibits unsealed pavement rehabilitations occurring on southern roads

3. Development of the RLTP

3.1. Assessment of how the programme meets core legislative requirements

The Land Transport Management Amendment Act 2013 includes a set of core requirements for the RLTP that the Council must be satisfied are met. These are as follows:

- An RLTP must contribute to the purpose of the Act which is to contribute to the aim of achieving an affordable, integrated, safe, responsive, and sustainable land transport system.
- An RLTP must also contribute to each of the following:
 - Assisting economic development
 - Assisting safety and personal security
 - Improving access and mobility
 - Protecting and promoting public health
 - Ensuring environmental sustainability.
- An RLTP must be consistent with:
 - The current Transport GPS
- The RLTP must take into account any:
 - National Land Transport Strategy
 - National Energy Efficiency and Conservation Strategy;
 - Relevant National Policy Statement and any relevant Regional Policy Statement or Plans that are for the time in force under the Resource Management Act 1991; and,
 - Likely funding from any source.

It is noted that some of criterion outlined above are not really applicable to the Chatham Islands. The activities in this RLTP were informed by the CIC roading Activity Management Plan (AMP) from April 2021. The RTC is satisfied that the activities included in this RLTP meet the requirements of Section 14 of the Land Transport Management Amendment Act 2013.

4. Assessment of the RLTP

4.1. Statement of regional transport issues, problems, and opportunities

The Chatham Islands land transport infrastructure consists largely of unsealed roads which connect the communities to each other and to key external transportation ports (the Airport and Waitangi Wharf) on the Island. The region aims to continue to maintain its transportation network at an adequate standard while improving the accessibility, safety and the suitable customer levels of service to all areas of the Chatham Islands. The future programmes allows for one major bridge replacement in each three year NLTP period as part of an overall intention to replace existing bridges with large culverts (where possible). The latter will enhance safety (wider carriageway over the streams) and reduce future maintenance needs.

There are no state highways, rail or public transport systems on the Chatham Islands.

4.2. Statement of how the activities in the RLTP address the transport priorities for the region

This RLTP has been developed to take into account the transport issues, problems, and opportunities on the Chatham Islands as identified in the Strategic Case created for the 2021-24 NLTP funding application. The RLTP then identifies transport projects and activities to address these priorities. All activities identified in the RLTP have been considered to meet one or more of the regional transport priorities. When determining project priority, activities that did not address the transport priorities were disregarded or deferred.

5. Overview of three year NLTP programme

5.1. Activities included in programme

The RLTP comprises of the activities proposed by the approved organisation and Waka Kotahi within the Chatham Islands region. The activities proposed are shown in full in Appendix A. The activities listed in Appendix A contain the total bid for funding support from the NLTF from the Chatham Islands region.

5.2. Prioritised activities

The Council is required to determine the order of priority for those activities proposed that it decides to include in the RLTP. This includes:

- Activities or combinations of activities proposed by approved organisations in the region, other than local road maintenance, local road renewals, and local road minor capital works, and existing public transport services; and,
- Activities or combinations of activities that the Agency may propose for the region and that the Agency wishes to see included in the RLTP.

The processes by which these activities have been prioritised are described in Appendix B and are determined by the Council. The result of the evaluation has led to the activities being listed in the following regional priority order.

Table 1: Regional priority order of activities

Priority	Activity	Description/Comments	Organisation
-	Regional transport administration	Administration of RLTP, and monitoring requirements. Fundamental planning platform for the regions activities.	CIC
-	Maintenance, Operations and Renewals Programme 2021-31	The main priority for transport spending during 2021-31.	CIC
-	Low Cost / Low Risk (LCLR) 2021-24	With the LCLR category, individual projects can now value up to \$2,000,000 (previously \$1,000,000). The projects were identified during the NLTP submission of December 2020. The four projects are outlined below for 2021-24.	CIC
-	Transport Planning	Detailed planning for current and future projects that meet required national and community outcomes.	CIC
-	Community Safety Programmes	Road safety programmes and marketing.	CIC
1	Whangamoe Bridge	Replace an existing weight restricted bridge with a large culvert. Improve road geometry and safety for road users. Improve route security for Port Hutt and Waitangi West residents with the rest of Chatham Island.	CIC
2	Kaingaroa Village Improvements	Associated costs with the sealed rehabilitation planned for Kaingaroa in 2022/23. These include; retaining walls, additional seal width; land acquisition; relocating services and new footpath works.	CIC
3	Maipito Bridge replacement	Costs for the design and consenting of the replacement structure. Further costs to put towards purchase of materials for the replacement structure to be built in 2024/25.	CIC
4	Minor Safety Works	A small fund of money each year for minor safety improvements around the network such as sight benching or superelevation corrections.	CIC

6. Forecast of anticipated revenue and expenditure on activities for the 10 financial years 2021 to 2031

6.1. Expenditure profiles

CIC has prepared a ten year forecast of expenditure, which is collated by activity class and is presented in the AMP. The forecast uses escalation figures based on the 2019 BERL local government figures of 2.4 – 2.7% per annum (for transport). Note these figures are pre-Covid, but over the course of ten years should still represent a good indication of expected cost inflation.

6.2. Description of funding sources available to CIC

The following funding sources for the 10-year forecast of revenue are available to CIC:

National Land Transport Fund (NLTF)

The NLTF is the funding source which the region is bidding for through this RLTP. The NLTF is distributed as a nationally contestable fund across the country. It is not possible to predict the level of funding that the region is likely to receive as the activities on the Chatham Islands have yet to be assessed against all the activities in the other RTC RLTP's.

Local Funding (L)

Local funding is sourced by the Council to part fund all activities. The proportion of local funding required for an activity is based on a Financial Assistance Rate (FAR). The FAR varies depending on the organisation applying for funding and the type of activity that is being proposed. CIC has a confirmed FAR of 88% for the 2021-24 NLTP.

6.3. Affordability of the 10 year forecast expenditure

The total forecast expenditure and funding sources presented, demonstrate that the programme is affordable. The total amount requested for the first six years of this RLTP have been set at levels that have been historically affordable to the Council. There has been no cause to apply for an enhanced funding programme.

7. Significant expenditure on land transport activities to be funded from other sources

The activities identified in Table 2 are expected to be funded in part or without assistance from the NLTF.

Table 2: Land transport activities to be funded from other sources

Activity	Funding source
Nil	Nil

CIC does not have the funding reserves or ability to raise capital to construct projects without funding assistance.

8. Approved activities not yet completed

In the Chatham Islands region, the following activities have been approved under Section 20 of the Land Transport Management Amendment Act 2013, but will not be fully completed prior to the commencement of this RLTP on 1st July 2015:

Table 3: Approved activities not yet completed

Activity	Delivery Agency	Reason
Whangamoe Bridge Replacement	CIC	Project delays due to multiple facets; covid-19, Māori land court processes; delayed shipping of culvert materials from Canada.

Whangamoe Bridge is intended to be completed before 30 June 2022.

9. Activities of inter-regional significance

As part of the preparatory work for this RLTP, the RTC has considered:

- activities included in the Chatham Islands Council NLTP for 2021 – 2031 are considered to have significance to another region; and,
- activities in the RLTP of a neighbouring region may be considered as being of significance to the Chatham Islands.

Due to the Chatham Island's isolation, there are no activities identified of inter-regional significance. Tuuta Airport and Waitangi Port are the only connections to mainland NZ.

10. Nationally or regionally significant activities likely to be recommended for inclusion in the next programme

The following regionally significant activities that are expected to commence in the three years following 2021-24 i.e. 2024-27.

Table 4: Regionally significant activities recommended for 2024-27

Activity	Delivery Agency
N/A	N/A

11. Assessment of the relationship of police activities to the programme

The Police on the Chatham Islands are a core member of the Road Safety Coordinating Committee, which has not met in a long time. The Committee would oversee the annual development of the Road Safety Action Plan, considering the types of accidents and the engineering, enforcement, and education actions required to be undertaken to reduce accident numbers as well as targeting the 'at-risk' user groups.

However, due to the low numbers of reported crashes on the Chatham Islands there is no need to annually review the Road Safety Action Plan. Crashes can be reviewed on a case by case basis.

The New Zealand Police receive annual government funding for road safety work. The Police undertake enforcement of:

- Speed limits,
- Alcohol limits,
- Driving laws, and,
- Commercial vehicle investigation and highway patrols.

The Chatham Islands Police follow the New Zealand Police Strategic Plan that recognises road trauma as a challenge faced by the police. The Government's Road to Zero strategy aims to reduce the number of annual road injuries and deaths. The Chatham Islands Police are also bound by the New Zealand Police Statement of Intent (updated annually). The Statement of Intent establishes that the police will work to achieve the shared transport sector outcome of a transport system that is safer and more secure.

12. Monitoring implementation of the programme

This RLTP sets out how the transportation priorities of the region will be delivered over the next ten years. The RLTP essentially outlines "how much" of certain activities will be undertaken and "when" this will be undertaken. A key reason underpinning the shift to a three yearly planning cycle was to allow a greater degree of flexibility in the delivery of a programme of works within a region.

It is therefore proposed that monitoring is designed to ensure that the overall programme of activities contained in the RLTP is delivered in the manner envisaged, but not focus in detail on individual projects within it.

CIC will perform this monitoring function annually during the duration of the RLTP at the end of each financial year.

13. Policy relating to significance of changes

With respect to consultation, the Council has adopted the policy as described in the 2021-31 LTP to determine significance in respect of variations made to the RLTP.

There were no significant changes for 2018-21 from the original version of the 2015-25 RLTP document, it was resolved that public consultation was not necessary for that update.

This new next RLTP document for 2021-31 needs to be publicly consulted on.

Appendix A: Activities included in the Chatham Islands Regional Land Transport Programme

Table 5: Activities included in the Chatham Islands 2021-31 RLTP

Activity or combination of activities	Objectives to be achieved	Expected duration (months)
Administration support - Roading	-	120
Routine Maintenance		
Sealed pavement maintenance	Access and safety	120
Unsealed pavement maintenance	Access and safety	120
Routine drainage maintenance	Access and safety	120
Structures maintenance	Access and safety	120
Environmental maintenance	Access and safety	120
Traffic services maintenance	Access and safety	120
Network and asset management	Access and safety	120
Renewals		
Unsealed road metalling	Access and safety	120
Sealed road resurfacing	Access and safety	120
Drainage renewals	Access and safety	120
Sealed Road Pavement Rehabilitation	Access and safety	120
Structures component replacements	Access and safety	120
Traffic services renewals	Access and safety	120
Improvements		
Low Cost / Low Risk	Safety and security	120
Replacement of bridges and other structures	Access and safety	120

Appendix B: Process for prioritisation of activities

The following section outlines the activities requiring prioritisation and the process used to determine the priority of activities in this RLTP.

Prioritisation of activities for the RLTP

The Land Transport Management Amendment Act 2013 determines the activities that must be prioritised in the RLTP. The prioritisation process is to include:

- Activities or combinations of activities proposed by approved organisations in the region, other than local road maintenance, local road renewals, and local road minor capital works, and existing public transport services; and,
- Activities or combinations of activities relating to State Highways in the region that are proposed by Waka Kotahi; and,
- Activities or combinations of activities, other than those relating to State Highways, that the Agency may propose for the region and that the Agency wishes to see included in the RLTP; and,
- Activities or combinations of activities that the Agency may propose for the region and that Waka Kotahi wishes to see included in the RLTP.

Several activities that require prioritisation in the RLTP are automatically given a priority rating of 1 due to their importance in the continued provision of transport activities on the Chatham Islands. These activities are described below.

Regional Transport Administration

This is the funding to service the work of the Regional Transport Committee to meet the statutory requirements of developing the Regional Land Transport Programme. As this is a high level statutory documents that set direction for the transport sector within the Chatham Islands, this activity has been given a priority rating of 1.

Maintenance, Operations, Renewals & Minor Improvements Programme

The maintenance of the network cannot be evaluated appropriately in the prioritisation process. However it is essential that the roading infrastructure already in place is maintained and therefore this activity has been given a priority rating of 1.

Transport Planning

Transport planning, which includes studies, strategies and activity management plans, is also given a high priority. However, only activity management plans have been included as studies & strategies are not required at present for the Chatham Islands.

RTC Prioritisation Process

A 1 to 5 prioritisation process has been utilised for the Chatham Islands and at this stage the above activities within the Chatham Islands RLTP have a priority of 1. Capital projects have a priority of 2 or 3.

Waka Kotahi RLTP Prioritisation Process

Following the RTC approval, the RLTP is submitted to Waka Kotahi for national prioritisation and approval. Waka Kotahi will consider the top priority activities and may accept these with some minor adjustments. For the Chatham Islands it is expected the RLTP will be accepted for maintenance, renewals and minor improvements with Low Cost Low Risk projects being evaluated separately.