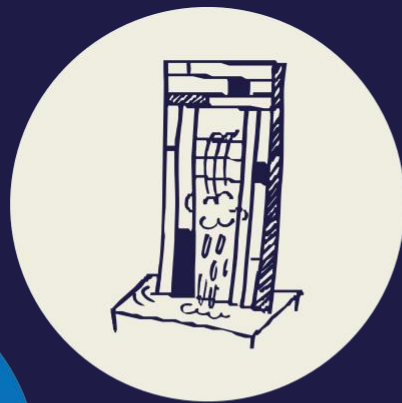


HAMILTON CITY COUNCIL – STAFF FEEDBACK

Draft Investment Prioritisation Method 2024-27

Waka Kotahi NZ Transport Agency



22 November 2023



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Improving the Wellbeing of Hamiltonians

Hamilton City Council is focused on improving the wellbeing of Hamiltonians through delivering to our five priorities of shaping:

- **A city that's easy to live in**
- **A city where our people thrive**
- **A central city where our people love to be**
- **A fun city with lots to do**
- **A green city**

The topic of this staff feedback is aligned to the priority **A city that's easy to live in**.

Council Approval and Reference

This staff feedback was approved by Hamilton City Council's Chief Executive on 22 November 2023.

Hamilton City Council Reference D-4988256 - Feedback # 752.

It should be noted that the following feedback is from staff at Hamilton City Council and does not therefore necessarily represent the views of the Council itself.

Key Messages and Recommendations

1. Hamilton City Council staff generally support the proposed changes to the Investment Prioritisation Method (IPM).
2. We believe the proposal to assess projects against all 6 of the strategic priorities will help show the multiple benefits some projects are able to achieve and reduce rework if there is a change in the priorities in the GPS.
3. We recommend that greater weight is given to assessment of projects against the GPS strategic priority of 'Reducing emissions', as this will prioritise projects that help us achieve critical transport emissions reduction targets as set in the Emissions Reduction Plan.
4. We recommend that when assessing projects, both greenhouse gas emissions **and** vehicle kilometres travelled (VKT) impacts are calculated (as opposed to emissions **or** light VKT impacts, as is stated in some parts of the draft IPM document).
5. We believe that applying the same prioritisation process for all eligible activities proposed for inclusion in the NLTP, whether they are to be funded from the NLTF or from direct Crown funding, will make the whole programme more transparent, and more clearly indicate the funding required to achieve the Government's emissions reduction targets, VKT targets, and road safety targets.
6. We agree in principle to Waka Kotahi adjusting the prioritised programme to reflect the application of the IPM, to ensure that the NLTP (as a programme) contributes to the purpose of the Land Transport Management Act 2003 and gives effect to the GPS 2024.
7. However, we believe the process has to be transparent, with excellent communications on proposed and approved changes. Ideally any proposed changes would be discussed at the regional level before finalising with the Waka Kotahi Board.

Introduction

8. Hamilton City Council staff welcome the opportunity to provide feedback to Waka Kotahi NZ Transport Agency on the **Draft Investment Prioritisation Method 2024-27**.
9. We generally support the proposed changes to the Investment Prioritisation Method (IPM).

Our Responses to the Questions/Feedback Sought

Investment Prioritisation Factors

10. We agree with retaining the three prioritisation factors:
 - GPS alignment
 - Scheduling
 - Efficiency
11. We don't believe further guidance is needed to help apply these factors.
12. We would like to see the GPS strategic priority of 'Reducing emissions' given greater weight in the prioritisation than the other GPS priorities, as this will help us achieve critical transport emissions reduction targets as set in the Emissions Reduction Plan.

GPS Alignment - Different Requirements for NLTP Development and Investment Approval Stages

13. We agree with the proposed dual approach to assessment.
14. We believe the benefit of the proposed dual approach will be supporting road controlling authorities through their Long-Term Plan process by enabling a focus on projects that are likely to be funded rather than the 'long list'.

GPS Alignment Factor

15. We support the change to require assessment of an activity against all 6 strategic priorities in the GPS.
16. Assessment against all of the strategic priorities will help show the multiple benefits some projects are able to achieve and may also help if there is a change in the priorities in the GPS.
17. We recommend that when assessing projects, both greenhouse gas emissions **and** vehicle kilometres travelled (VKT) impacts are calculated (as opposed to emissions **or** light VKT impacts, as is stated in some parts of the draft IPM document).

Applying the IPM to all Eligible Activities Proposed for Inclusion in the NLTP

18. We agree with applying the same prioritisation process for all eligible activities proposed for inclusion in the NLTP, whether they are to be funded from the NLTF or from direct Crown funding.
19. We believe this proposed change will make the whole programme more transparent, more clearly indicating the funding required, and associated funding sources, to achieve the Government's emissions reduction targets, VKT targets, and road safety targets.

Regional Priorities

20. We agree with applying the IPM to activities in each region's RLTP to form a prioritised programme in each activity class.
21. We agree that this would enable the Waka Kotahi Board to consider the NLTP as a whole and adjust it, taking into account high priorities in RLTPs, and enabling Waka Kotahi to also recommend activities for Crown funding.
22. We agree that this would strengthen consideration of regional priorities in the development of the NLTP, and also strengthens the ability for road controlling authorities and regions to reflect their agreed priorities that are particular to their region.

Adjusting Prioritised Programme Across the NLTP

- 23.** We agree in principle to Waka Kotahi adjusting the prioritised programme to reflect the application of the IPM, to ensure that the NLTP (as a programme) contributes to the purpose of the Land Transport Management Act 2003 and gives effect to the GPS 2024.
- 24.** However, we believe the process needs to be transparent and requires excellent communications on proposed and approved changes. Ideally any proposed changes would be discussed at the regional level before finalising with the Waka Kotahi Board.

Local Road Low-Cost, Low-Risk Programme Assessment Approach

- 25.** We agree that the proposal is to assess each programme's likely contribution to the 6 strategic priorities and determine its size and priority and affordability relative to the programmes of other organisations.
- 26.** However, there is also a need to have this reflected through to the Climate Assessment of Transport Investment (CATI) process.

Continuous Programmes Assessment Approach

- 27.** We support the default rating profiles.
- 28.** However, the proposed right sizing process needs to be open and transparent and be supported by excellent communications.

Scheduling Factor

- 29.** We agree with the clarified scheduling factor for identifying the phases of activities that are most needed in the 2024-27 period.
- 30.** We support the clearer relationship between projects/programmes.

Priority Matrix

- 31.** We agree with amending the priority order matrix to give greater weighting to GPS alignment and increased emphasis on scheduling those activities that need to be delivered or started in the 2024-27 NLTP.
- 32.** Acknowledging there is limited funding available, we remain concerned about the amount of rework if/when the GPS is changed.

Overall Process

- 33.** We believe that the changes overall will have a relatively neutral effect on assessing activities. However, the better transparency associated with assessing all 6 strategic priorities may reduce the amount of rework required for regional programmes associated with changes in GPS priorities.

Further Information and Opportunity to Discuss our Feedback

34. Should Waka Kotahi NZ Transport Agency require clarification of the feedback from Hamilton City Council staff, or additional information, please contact **Glenn Bunting** (Urban Transport Policy and Planning Manager - City Transportation) on **021 962 829**, email glenn.bunting@hcc.govt.nz in the first instance
35. Hamilton City Council representatives would welcome the opportunity to discuss the content of this feedback in more detail with Waka Kotahi NZ Transport Agency.

Yours faithfully



Lance Vervoort
CHIEF EXECUTIVE

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