

7 Funding

7.1 Funding roles in strategy

The 2008 amendment of the LTMA 2003 introduced coordination of land transport programming at the regional level. Regional land transport programmes are now the main input to the NLTP, and Environment Waikato is charged with the task of collating the Waikato RLTP for submission to the RTC.

The RTC is responsible for prioritising the land transport projects for the region and consulting on the draft RLTP in line with the full consultative procedure outlined in the LGA 2002.

Walking and cycling strategies and projects proposed by each district and city council form one part of what is prioritised and included in the RLTP and are considered alongside other land transport projects in terms of seriousness and urgency, effectiveness and efficiency when being prioritised.

Subject to their funding allocation process and policies, the NZTA will provide funding assistance for the cost of the preparation (including reviews) of approved strategies to promote walking and/or cycling as viable modes of transport

at a financial assistance rate of 75 per cent. This means that approved organisations will need to raise the other 25 per cent of funding through other income streams such as rates.

Applications for funding for studies and strategies must provide the terms of reference for the NZTA to approve, and the requirements for what the terms of reference must cover are included in the NZTA programme, Planning and Funding Manual. Walking and cycling strategies must be aligned with the RLTS and the national walking and cycling strategy. They must also be included in a RLTP before being considered for inclusion in the NLTP.

Walking and cycling infrastructure works are also funded in part by the NZTA at a specified financial assistance rate. This rate differs between councils and is based on the size of the territorial authority's land transport programme and the financial resources available to the territorial authority.

Many territorial authorities put up funding applications, but were unsuccessful in the final round of the NZTA funding announcement in September 2009. Appendix E outlines Land Transport funding for walking and cycling in more detail.

Table 14: NLTP funding allocation for walking and cycling for the Waikato region 2009/12

Approved organisation	NLTF Funding Allocation for 2009/12 (\$000s)				
	Committed	Group allocation	Total NLTF	Local share match	Total investment
Hamilton City Council	777.70	549.90	1,327.60	1,086.22	2,413.82
Hauraki District Council	-	-	-	-	-
Matamata-Piako District Council	-	-	-	-	-
Otorohanga District Council	-	-	-	-	-
South Waikato District Council	-	-	-	-	-
Taupo District Council	-	-	-	-	-
Thames-Coromandel District Council	-	-	-	-	-
Waikato District Council	39.00	-	39.00	23.90	62.90
Waipa District Council	-	-	-	-	-
Waitomo District Council	-	-	-	-	-
Environment Waikato	-	-	-	-	-
NZTA Waikato Highway Network Operations	678.00	2,234.40	2,912.40	-	2,912.40
Totals	1,494.70	2,784.30	4,279.00	1,110.12	5,389.12

The values in the table above are for activities that are eligible for financial subsidies distributed from the NLTF that are administered by the NZTA. Each approved organisation must contribute a proportion of funding for each activity that is sourced through local rates. The level of financial assistance varies between approved organisations. Only NZTA Waikato Highway and Network Operations receive a full subsidy for activities undertaken.

Note: these values exclude the unsubsidised expenditure undertaken by individual approved organisations. Examples of activities that are not subsidised by the NZTA include footpath repairs and extensions that are undertaken at the discretion of the approved organisation and have not been identified in this table.