

# Proposed Variations to the Regional Land Transport Plan

## Recommendations

That, if lodged by the Regional Transport Committee, the Board:

- i. Agrees to amend the Regional Land Transport Plan to include the following projects:
  - a. Auckland State Highway Speed Management Guide Implementation
  - b. Wolverton Culverts
- ii. Directs the Chief Executive to forward the amendments to the Regional Land Transport Plan to the New Zealand Transport Agency on the Board's behalf.

## Executive summary

1. The following two variations to the Regional Land Transport Plan (RLTP) have been submitted to the Regional Transport Committee (RTC) for its consideration at its meeting of 7 May:
  - a. Auckland State Highway (SH) Speed Management Guide Implementation, proposed by the New Zealand Transport Agency (the Transport Agency)
  - b. Wolverton Culverts, proposed by Auckland Transport
2. If the RTC agrees to lodge the variations with the Auckland Transport Board, it is recommended that the Board approves them for inclusion in the RLTP. This would allow for the consideration of funding for these projects from the National Land Transport Fund (NLTF).
3. The Significance Policy in the RLTP also requires that the Wolverton Culverts project be included in the RLTP.

## Previous deliberations

4. In its closed meeting on 2 October 2018, Auckland Transport Board approved resilience work on the Wolverton Culverts. A project update was provided to the Board at its closed meeting of 12 February 2019.

## Strategic context

5. The Government Policy Statement on Land Transport (GPS), Auckland Plan and RLTP all identify safety as being of strategic importance. Safety as one of four strategic priorities in the GPS. One of the focus areas for the 'Transport and Access' outcome in the Auckland Plan is "Move to a safe transport network, free from death and serious injury". The RLTP identifies safety as a major challenge for Auckland, leading to a much enhanced safety programme. The Auckland SH Speed Management Guide project is one of a number of initiatives delivered by the Transport Agency to improve road safety.
6. Wolverton Street Culverts 1 and 2 are critical assets that are part of the Wolverton Street regional arterial structure to the east of the New Lynn town centre. The road and culverts support key lifeline utilities - a regional Watercare water main (Huia 02 Pipeline), Chorus fibre optic cable and local gas mains. These services are also within the exclusion zone of two of the regional power pylons servicing Northland, one of which is within a culvert impact zone. This is a joint project with AT and Healthy Waters working together to achieve the outcomes on the culverts and the river inlet/outlets.

## Background

7. The RLTP does not include either the Auckland SH Speed Management Guide Implementation or the Wolverton Culverts.
8. Section 16(3) of the Land Transport Management Act 2003 (LTMA) requires the RLTP to include all activities where funding will be sought from the NLTF. Therefore, to obtain funding from the NLTF, a variation to the RLTP is required.
9. The process for varying an RLTP is laid out in section 18B of the LTMA and is the same (with necessary amendments) as the process for approving an RLTP. For Auckland, the Regional Transport Committee (RTC) that has prepared the Variation may lodge an amended RLTP with the Auckland Transport Board, which then determines whether to amend the RLTP.

## External Consultation/Engagement

10. The RTC is not required to consult on these proposed variations as these two projects are not considered significant. The Significance Policy is discussed later in this report.

## Issues and options

### Auckland SH Speed Management Guide Implementation

11. The Transport Agency has proposed that the following project be added to the RLTP, *Appendix 2 NZ Transport Agency Investment Programme*:

Project Name	Project Description	Prioritisation	Duration	2018/19 (\$ million)	2019/20 (\$ million)	Total Anticipated Cost (\$ million)
Auckland State Highway Speed Management Guide Implementation	Pre-implementation and implementation of the Speed Management Guide component of the Safe Network Programme in the Auckland region	1	2018/19 to 2019/20	1.231	5.539	6.770

12. The proposal would allow the Transport Agency to implement the Speed Management Guide in the Auckland region. This Guide is designed to help the Transport Agency and Road Controlling Agencies to deliver safety treatments such as speed management, delineation improvements, and threshold/channelisation treatments to reinforce the safe and appropriate speeds.
13. The proposal would allow the Transport Agency to implement the Speed Management Guide on state highways in the Auckland region. The Transport Agency has identified SH1, SH16 and SH22 as corridors that are subject to high volumes and are not constructed to motorway standards. Specific safety treatments will be determined following assessment of the speed and the road environment and engagement with partners and the community.
14. The project will cover development and engagement through to implementation of low cost interventions. The project is not intended to fund the cost of major interventions.
15. This project is not in the Auckland RLTP as it was originally designed as part of the national “Safe Network programme”. The Transport Agency is now approaching RTCs around New Zealand to include the SH Speed Management Guide Implementation in their RLTPs.
16. A letter from the Transport Agency with supporting information seeking the variation, is attached (attachment 2). The Transport Agency advises that its December 2018 Board meeting re-confirmed the Board’s commitment to the acceleration of the speed management approach, including the implementation of the Speed Management Guide.
17. This project would be fully funded from the NLTF.

## Wolverton Culverts

18. Auckland Transport has proposed that the following be added to the RLTP:

Project Name	Project Description	Prioritisation	Duration	2018/19 (\$ million)	2019/20 (\$ million)	Total Anticipated Cost (\$ million)
Wolverton Culverts	To replace and upgrade the culverts on Wolverton Street to improve resilience	1	2018/19 – 2019/20	18.000	12.700	\$30.7 million

19. Wolverton Street culverts are critical assets that support key lifeline infrastructure and utilities in Auckland and Northland. This project is to replace and upgrade the culverts to improve resilience. The Board approved this project, with a budget of \$30.7 million, at its meeting of 2 October 2018, however the project was not added to the RLTP. This budget does not include the cost of works that Auckland Transport may do to the two rivers on behalf of Healthy Waters.

## Significance Policy in RLTP

20. The Significance Policy in the RLTP determines:

- a. whether an amendment to the RLTP constitutes a 'Significant Variation'. The RTC need not consult on an amended RLTP if the amendment does not amount to a Significant Variation; and
- b. whether an activity is a 'Significant Activity', and therefore needs to be shown in the order of priority in the RLTP.

21. Relevant sections of the Significance Policy are attached as attachment 1 and relate to strategic importance and financial impact.

22. Wolverton Culverts is considered to be a 'Significant Activity' as it is over \$20 million. It could also be considered a project of inter-regional significance. Therefore, it needs to be shown in the RLTP, and (for a Significant Activity) the RLTP needs to show the order of priority. A priority ranking of 1 is recommended. This would be consistent with Committed, Ring-fenced, On-going operational and Renewal projects, which are all given a priority ranking of 1.

## Next steps

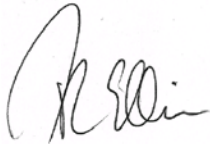
23. If the Board agrees to amend the RLTP to include these projects, the Board must then forward the amended RLTP to the Transport Agency for use when developing the national land transport programme. It is proposed that the Chief Executive does this on the Board's behalf.

## Attachments

Attachment Number	Description
1	Significance Policy from RLTP 2018-28
2	Letter from the Transport Agency <i>Variation – Regional Land Transport Plan</i>
3	Supporting Information from the Transport Agency <i>Auckland SH speed management guide implementation</i>

## Document ownership

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## Glossary

Acronym	Description
LTMA	Land Transport Management Act 2003
NLTF	National Land Transport Fund
RLTP	Auckland Regional Land Transport Plan 2018-28
RTC	Regional Transport Committee
The Transport Agency	New Zealand Transport Agency

# Attachment 1 Relevant Section of RLTP relating to Significant Variations

## **Significance of variations to the Regional Land Transport Plan**

*Legislation provides for an RLTP to remain in force for six years. However, the Regional Transport Committee may prepare a variation to the RLTP either following a review under section 18CA, or where good reason exists. In accordance with section 18D of the Act, consultation will be required on a variation if the variation is significant.*

*The following variations are considered to be significant:*

- a) The addition or removal of an improvement activity or group of activities that the AT Board considers to be of strategic importance. These are activities that either have significant effect on the objectives in the RLTP or have significant network, economic or land use implications or impact on other regions.*
- b) A new AT activity, or a change to the scope of an existing AT activity, which the AT Board considers to represent a 30% per cent or greater increase or decrease in AT's total gross operating or capital expenditure in any one year.*
- c) A new Transport Agency activity or a change to the scope of an existing Transport Agency activity, which the AT Board considers would increase expenditure by more than 30% of the Transport Agency's total gross expenditure in any one year.*
- d) Any variation that is defined as significant in the Auckland Council's Significance Policy as it applies to AT.*
- e) A variation to the RLTP that results as a consequence to a significant variation to the Regional Public Transport Plan.*

*The following variations will generally not be significant:*

- a) A change to the duration and/or order of priority of an activity or project that does not substantially change the balance of the programme.*
- b) Replacement of an activity or project by another activity or project of the same or substantially similar type.*
- c) Cost or timing changes that do not affect the scope of an activity or project.*
- d) A scope change for a project that does not significantly alter its original objectives.*
- e) An activity that has previously been consulted on.*
- f) A decision to progress emergency works.*

*If a variation to the RLTP is not considered significant, or the variation arises from the declaration or revocation of a State Highway, then the variation can be made by the AT Board.*

### **Significant activities for the Regional Land Transport Plan**

*Under the LTMA, an **activity** means a land transport output or capital project, and includes any combination of activities. An **activity class** means a grouping of similar activities.*

*An activity will be considered to be significant, and therefore needs to be shown in the order of priority in this RLTP in accordance with section 16(3)(d), if it is a large new improvement project that:*

- a) The AT Board considers to be of strategic importance i.e. activities that either have significant effect on the objectives in this RLTP or have significant network, economic or land use implications or impact on other regions; or*
- b) has a total capital cost of \$20 million or more.*

*For the purposes of identifying what is a large new improvement project, such a project excludes:*

- a) Committed activities (existing commitments arising from approved activities)*
- b) Business as usual activities:
  - a. Local road and state highway maintenance and renewals*
  - b. Local road and state highway minor capital works*
  - c. Existing public transport services*
  - d. On-going operational programmes such as minor road safety projects and programmes*
  - e. Transport studies.**

### **Activities with inter-regional significance for the Regional Land Transport Plan**

*An activity will be considered to have inter-regional significance, and therefore needs to be shown in the RLTP in accordance with section 16(2)(d), if it is a **significant activity** and it has implications for connectivity with other regions and/or for which cooperation with other regions is required.*