

**Meeting:** Infrastructure Committee 09 September 2020

**Name of item:** Regional Land Transport Plan 2021 - 2027

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**Date of report:** 18 August 2020

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## 1 Purpose

This report serves to advise the Committee on the development of the Regional Land Transport Plan, (RLTP), and the relationship with Council's Asset Management Plan, (AMP), and the Roding activities that sit within each category.

## 2 Background

The Land Transport Management Act 2003 states;

### Section 13 - Responsibility for preparing and approving regional land transport plans

*(1) Every 6 financial years, each regional council, in the case of every region except Auckland, must—*

*(a) ensure that the relevant regional transport committee prepares, on the regional council's behalf, a regional land transport plan; and*

### Section 14 - Core requirements of regional land transport plans

*Before a regional transport committee submits a regional land transport plan to a regional council or Auckland Transport (as the case may be) for approval, the regional transport committee must —*

*(a) be satisfied that the regional land transport plan;*

*(i) contributes to the purpose of this Act; and*

*(ii) is consistent with the GPS on land transport; and*

*(b) have considered;*

*(i) alternative regional land transport objectives that would contribute to the purpose of this Act; and*

*(ii) the feasibility and affordability of those alternative objectives; and*

*(c) have taken into account any;*

*(i) national energy efficiency and conservation strategy; and*

*(ii) relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and*

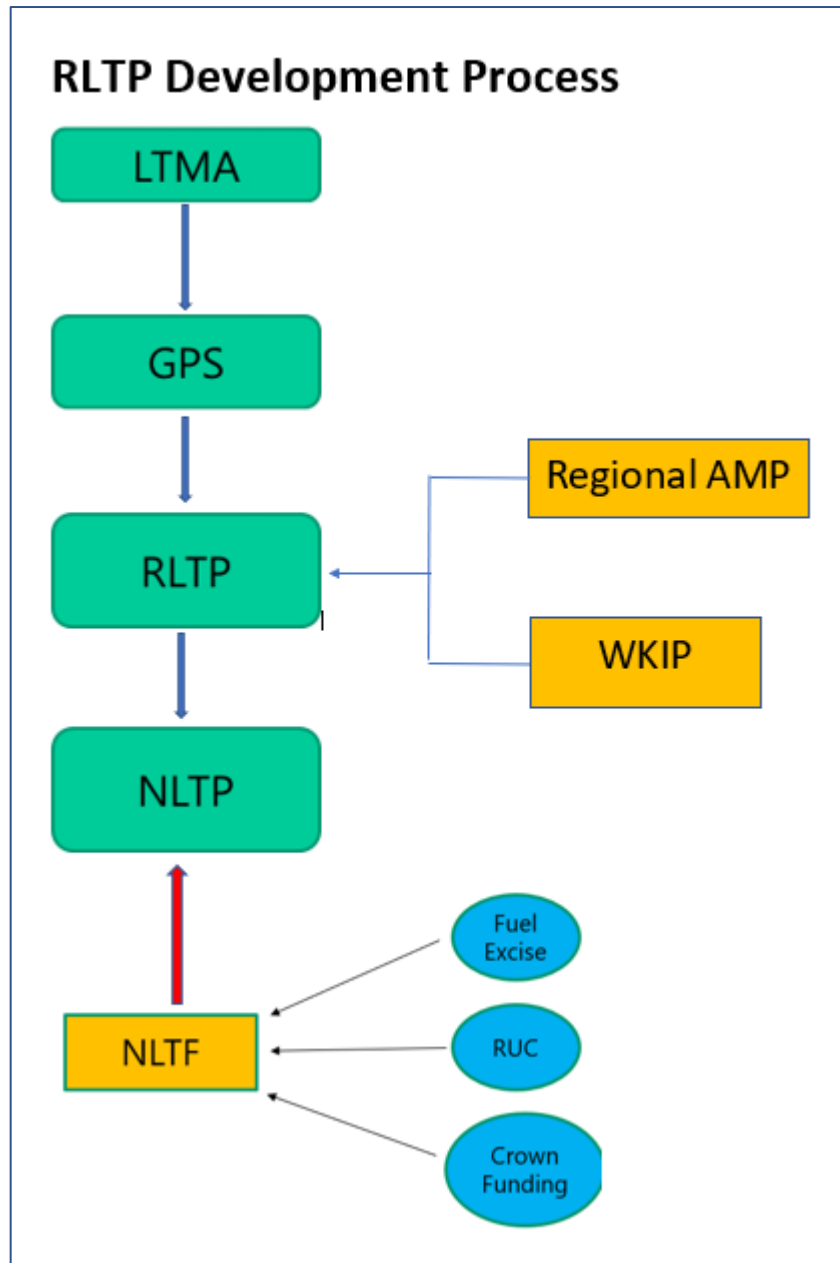
*(iii) likely funding from any source.*

### Section 18CA - Review of Regional Land Transport Plans

*(1) A regional transport committee must complete a review of the regional land transport plan during the 6-month period immediately before the expiry of the third year of the plan.*

(2) In carrying out the review, the regional transport committee must have regard to the views of representative groups of land transport users and providers.

The development of the RLTP follows the following process:



Key

- LTMA => Land Transport Management Act
- GPS => Government Policy Statement
- RLTP => Regional Land Transport Plan
- Regional AMP => Regional Activity Management Plan (Local Authorities)
- WKIP => Waka Kotahi (NZTA) Investment Plan (State Highways)
- NLTF => National Land Transport Fund
- RUC => Road User Charges

### 3 Discussion

#### 3.1 Government Policy Statement on Land Transport

The Government Policy Statement on Land Transport (GPS) outlines the Government's strategy to guide land transport investment over a 10-year period. It also provides guidance to decision-makers about where the Government will focus resources. The GPS operates under the Act, which sets out the scope and requirements for the GPS.

The GPS influences decisions on how money from the National Land Transport Fund (the NLTF) will be invested across activity classes. It also guides Waka Kotahi NZ Transport Agency (NZTA) and local government on the type of activities that should be included in Regional Land Transport Plans (RLTP), and the National Land Transport Programme (NLTP).

The hypothecated NLTF funding is predominantly sourced from fuel excise tax, road user charges and Crown funds.

The GPS details the:

- Role of the GPS and Government policies relevant to transport;
- Strategic Direction;
- Investment in land transport; and
- Funding sources and management of expenditure;

Whilst the GPS guides land transport investment for a 10-year period, it is compiled every three years. The draft GPS 2021 had a delayed release in March 2020. Verbal feedback has indicated that the release of the final GPS may be delayed to September 2020,

In a practical sense for Council's Rooding programmes, the GPS sets out how much funding will be invested by NZTA in each of the Rooding categories that all State Highways and Councils apply for funding from, such as:

- Maintenance;
- Capital Improvements;
- Public Transport;
- Walking & Cycling, and;
- Road Safety.

Some of these categories are bulk funded for Council under an agreed programme with local NZTA Investment Advisors. Other categories, generally for major projects, are competed for on a national basis through the RLTP process, where the Regions rank local projects based on the NZTA prioritisation system, and then the lists are aggregated nationally to produce the national programme, the NLTP.

#### 3.2 Northland Regional Land Transport Plan 2021-2027

The RLTP is a "programme of works", through which Waka Kotahi NZ Transport Agency and Approved Organisations in Northland (Councils) bid for funding assistance from the National Land Transport Fund. Requests for funding assistance "must" be included in the RLTP in order to be considered for national funding assistance.

The RLTP document is made up of 3 sections;

1. **The Strategic Framework** (front end)

Covers on a Regional basis:

- Current State, Future Scenarios and Policy Text.
- 30-year vision;
  - Objectives;
  - Headline targets;
  - Policies;
  - Implementation Measures, and;
  - Expected Long Term Results.

## 2. Transport Investment Priorities

- Identifies regions 10-year transport policies;
- Most urgent and critical problems / barriers to achieving the region's long-term vision and objectives;
- Tells the region's short – medium term story;
- Identifies specific transport priority investment areas that should be reflected in Approved Organisation's (AO's) programmes of activities and other priority implementation areas; and
- Gives effect to the GPS

## 3. Regional Programme

- Northland State Highway and Council's Local Roads Land Transport Activities for funding over the next 3-6 years

The RLTP is developed in conjunction with and is informed by the Council's Regional Activity Management Plan, (AMP) and the Waka Kotahi Investment Proposal (WKIP) being the State Highways equivalent of the AMP. The RLTP is prepared by the Regional Transport Committee, (RTC) from information provided by the Council's Roding Team (NTA) and Waka Kotahi NZTA.

The RTC is required to consult with the community on the Draft RLTP, and the final document is then approved by the Northland Regional Council for submission to Waka Kotahi NZTA for consideration for inclusion in the NLTP.

A RLTP is the regions application for national funding assistance from the NLTF. It is important to note that the RLTP is **"an application for funding assistance and in no way guarantees funding approval for any project or programme"**.

### 3.3 Regional Programme

The regional programme for the RLTP is developed from the financial tables in the Regional AMP. Although the NTA has developed a single Regional AMP for the three Northland District Councils there is a separate financial table for each Council that represents the funding request each Council wishes to present to Waka Kotahi NZTA to match their individual Long-Term Plan (LTP) programmes.

The financial tables include the Maintenance, Operations and Renewals (MO&R) programmes developed as part of the AMP to deliver the required Levels of Service desired by the Council. They also include the Improvement Programme as detailed in the Integrated Transport Strategy for Council.

Non prioritised activities are funded in bulk, and programme funding level are negotiated and moderated by Waka Kotahi NZTA across NZ, based on the quality of the evidence provided in the AMP strategies.

Major Projects and Programmes are required to be ranked Regionally as part of the RLTP process following the NZTA prioritisation system, and then all Region's lists are collated, assessed and funded, or not, on a national basis from Wellington.

Approved projects and funding are then presented in the approved NLTP.

The following activities are included in the RLTP:

**Prioritised Activities**

- State Highway Improvements (includes New and Improvements)
- State Highway Maintenance, Operations and Renewals
- Local Roads Improvements (includes New and Improvements)
  - Category 324 - Major Improvements (projects **more than \$2Million**), e.g.:
    - LED streetlight upgrades;
    - Major bridges;
    - Major intersection upgrades;
    - New Roads;
    - Seal extensions (subsidised only), and;
    - Provincial Growth Fund (PGF) or Crown funded projects / programmes
- Walking & Cycling New Construction (NZTA funded)
  - Category 452
    - Projects **more than \$2Million**
- Promotion of Road Safety and Demand Management
  - Category 432
    - Road safety promotion
    - Bike skills training
- Investment Management (incl Transport Planning)
  - Category 002 - Transportation Modelling
  - Category 003 - Activity management
  - Category 004 - Crash reduction Study

**Non Prioritised Activities**

- Local Roads Maintenance, Operations & Renewals (MO&R)
  - 141 Emergency Works
  - 111 Sealed Pavement Maintenance
  - 112 Unsealed Pavement Maintenance
  - 113 Routine Drainage
  - 114 Structures Maintenance
  - 121 Environmental Maintenance

- 122 Traffic Services Maintenance
- 123 Operational Traffic Services
- 124 Cyclepath Maintenance
- 125 Footpath Maintenance
- 131 Level Crossing Warning Devices
- 140 Minor Events (storm damage less than \$100,000)
- 151 Network and Asset Management
- 211 Unsealed Road Metaling
- 212 Sealed Road Resurfacing
- 213 Drainage Renewals
- 214 Sealed Rd Pavement Rehabilitation
- 215 Structures Component Replacement
- 221 Environmental Renewals
- 222 Traffic Services Renewals
- Category 341 - Low Cost / Low Risk (LCLR) Improvements
  - Projects less than \$2Million, but subject to NZTA approval including:
    - Safety improvements;
    - Resilience projects (slips etc.);
    - Bridges;
    - New footpaths;
    - New walking & cycling construction, and;
    - Seal extensions (subsidised only).
- Public Transport (NRC only)
  - Bus services
  - Total Mobility
- Infrastructure new/maintenance

## 4 Report Approval

Approved by:   
 Calvin Thomas - NTA Manager  
 19<sup>th</sup> August 2020