



7 March 2019

Natalie Steegstra
Auckland Transport
Private Bag 92250
Auckland 1142

Dear Natalie,

VARIATION – REGIONAL LAND TRANSPORT PLAN

The purpose of this letter is to seek a variation to the 2018 – 21 Auckland Regional Land Transport Plan (RLTP) under Section 18D (3) (a) of the Land Transport Management Act 2003.

The NZ Transport Agency requests that the Auckland RLTP be varied to include the Auckland SH Speed Management Guide Implementation activity.

BACKGROUND

The Government Policy Statement on Land Transport (GPS) 2018 presents a number of changes in direction for the New Zealand transport system, including prioritising a safer transport system free of death and injury. The Investment Assessment Framework (IAF) assessment methodology enables programmes of safety projects to be included in the 2018–21 NLTP to deliver the step change in safety outcomes sought in the GPS by allowing for assessment and investment decisions to be made at a programme rather than individual project level.

When speed management options are being considered the IAF states that the Transport Agency's Speed Management Guide must be used for calculating the appropriate do minimum and option speeds. For some situations the best safety improvement option may be to simply lower the operating speed to a safe and appropriate level through the use of speed limit signs and minor infrastructure improvements that go with the new speed limits – this will be the do minimum option and can potentially be the preferred option to enable safety improvements.

Implementing a speed management approach focusing on treating the top 10 percent of the network that will result in the greatest reduction in deaths and serious injuries has a Very High results alignment (IAF Priority 1). Sections of the SH network in the Auckland region fall within this category.

When the RLTP and NLTP were published the revised state highway programme was still being developed to reflect the new direction provided in the GPS. In a few cases the SH Speed Management Guide was referred to in the body of an RLTP without being included in the detailed list of activities. The Speed Management Guide was not included in the Auckland 2018–21 RLTP capital programme; it was initially designed to be part of a national safety programme "Safe Network Programme (SNP)".

The SNP was endorsed by the NZTA Board at their November 2018 meeting. The December 2018 Board meeting reconfirmed the Board's commitment to the acceleration of the speed management approach including the implementation of the Speed Management Guide. This endorsement from the Board enables NZTA to now approach Regional Transport Committees (RTC) to include the implementation of the Speed Management Guide on the state highway in their RLTP.

PROPOSED VARIATION

This request is to vary the Auckland 2018–21 RLTP to include:

Project	Phase	Anticipated Cost	Profile	Work Cat
Auckland SH Speed Management Guide Implementation	Pre-Implementation Implementation	\$6.8 million	Very High, Low (Priority 1)	324 (Road Improvements)

Note that the cost estimate presented is budget only and is subject to the business case and final NZTA funding approval process. We re-iterate that inclusion in the RLTP is the first step in the process to access funding from the National Land Transport Fund, with subsequent steps for inclusion into the NLTP and more stringent tests that apply to activities for which funding approval is sought.

We believe that this variation request is not considered “Significant” in terms of the RLTP significance policy, that this request will not increase expenditure by more than 30 percent of the Transport Agency’s total gross expenditure in any one year.

This activity is expected to have nil financial impact on Auckland Transport as the financial assistance rate (FAR) for the activity is 100%; funded by the Transport Agency.

I trust this is sufficient information for you to progress the variation request. However, if you do require any additional information, please don’t hesitate to contact me at your earliest convenience.

Yours sincerely,



Chris Gasson
System Design Manager – Inter Regional Journeys
System Design and Delivery