

Proposed Variations to the Regional Land Transport Plan

Recommendations

That, if lodged by the Regional Transport Committee (RTC), the Board:

- i. Agrees to amend the Regional Land Transport Plan (RLTP) to include the following projects:
 - a. North West Rapid Transit Corridor; and
 - b. Hill Street Intersection Improvements.
- ii. Invites the Chief Executive to forward the amendments to the Regional Land Transport Plan to the New Zealand Transport Agency (the Transport Agency) on the Board's behalf.

Executive Summary

1. Variations to the RLTP for these two projects have been submitted to the RTC for its consideration at its meeting of 11 February 2020. 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.
2. At the 3 December 2019 Board meeting, the Board endorsed the proposals for the North West Rapid Transit Corridor Indicative Business Case and Hill Street Intersection Improvements. The report on the North West Rapid Transit Corridor has subsequently been made public.
3. Auckland's North West region is experiencing strong growth, putting significant pressure on the North West motorway and existing public transport infrastructure and services. The RLTP includes the proposal for the Transport Agency to deliver light rail in the North West Corridor LTP. However, there has been no progress on light rail to date, and it is becoming increasingly urgent to take action on this corridor. Hence, the Board endorsed the commencement of work by Auckland Transport (AT) with the Transport Agency to quantify and confirm the early deliverables for bus infrastructure and operational changes and at a later stage identify future rapid transit corridor requirements.
4. The Supporting Growth Alliance programme business case identified a number of transport infrastructure improvements needed in Warkworth to support growth, including the Hill Street intersection. Responsibility for undertaking the Hill Street intersection will lie with AT once the state highway status of the existing main road through Warkworth is revoked and the ownership of the road transfers to AT. The Board endorsed the project progressing to detailed design and consenting ahead of prioritisation in the RLTP so that it is construction ready as early as possible after Pūhoi to Warkworth (P2Wk) and Matakana Link Road (MLR) have been opened.

5. Section 16(3) of the Land Transport Management Act 2003 (LTMA) provides that eligibility for co-funding of any project from the National Land Transport Fund is dependent upon that project being included in the RLTP.
6. Therefore, as AT intends to seek co-funding from the NLTF, variations are required to add these projects to the RLTP as AT projects. 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 RTC that has prepared the Variation may lodge an amended RLTP with the Board, which then determines whether to amend the RLTP. Once included in the RLTP, a variation to the National Land Transport Plan (NLTP) would be submitted to the Transport Agency for its consideration.

Proposed Variations to the RLTP

7. The two projects proposed by AT for inclusion in the RLTP *Appendix 1 Auckland Transport Capital Programme* are summarised in the table below.

Project Name	Project Description	Prioritisation	Duration	2019/20 (\$ million)	2020/21 (\$ million)	Total Anticipated Cost (\$ million)
North West Rapid Transit Corridor	Investigations to determine short and medium -term interventions to improve bus services to and from the North West, ahead of decisions on light rail, deliverable by AT and the Transport Agency.	2	2019/20 to 2020/21	0.750	0.250	1.0

8. The project covers the investigation phase only. Early deliverables would be determined as part of that investigation, at which time the Board will be able to consider whether to proceed with those early deliverables. A further variation to the current RLTP may be required if they are to be delivered before the next RLTP.
9. This project is not in the Auckland RLTP as there was an expectation that the Transport Agency would deliver light rail in the North West Corridor.

Project Name	Project Description	Prioritisation	Duration	2019/20 (\$ million)	2020/21 (\$ million)	2021/22	Total Anticipated Cost (\$ million)
Hill Street Intersection Improvements	The pre-implementation and property phases of works to improve the Hill Street - Sandspit Road – State Highway 1 intersection	2	2019/20 – 2021/22	0.300	1.900	0.700	2.900

10. This project is for the pre-implementation and property phases of works up to June 2021 to improve the Hill Street intersection. The scope does not cover the total cost of improvements. These works would occur after June 2021 and therefore can be prioritised in the next RLTP.
11. This project is included in the RLTP but as a project to be delivered by the Transport Agency. Once P2Wk is completed the state highway status of the existing main road through Warkworth will be revoked and the ownership of the road transferred to AT. Given that improvements to the Hill Street intersection are unlikely to be progressed before P2Wk and MLR has been completed they will become AT’s responsibility post-revocation.

Financial and Programming Implications

12. The requirements of the RTC when considering an RLTP are set out in s.14 of the LTMA, and are relevant to consideration of variations to an RLTP:
13. If the RTC decides to lodge the variations to the RLTP, the Board may decide to either approve the variation without modification, or refer the variation back to the RTC with a request that it be reconsidered.
14. The Board has previously endorsed these works, and therefore it is recommended that Board approved the variations, if lodged by the RTC.

External Consultation and Significance Policy

15. The RTC is not required to consult as this is not considered a ‘Significant Variation’ to the RLTP. The Significance Policy in the RLTP determines:
- 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.



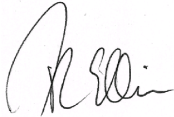
16. The projects are not considered Significant Activities in terms of the criteria in the Significance Policy. Therefore, they need not be included in the RLTP, and do not need to be prioritised in accordance with s.16(3)(d) of the LTMA. However, they must be included if AT is to seek NLTF co-funding to cover some of the costs of these projects.

Next steps

17. 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.

18. If the Variations are approved by the Board, AT will apply to the Transport Agency for NLTF co-funding for both projects. To receive NLTF co-funding, the Transport Agency will need to prioritise these projects in the NLTP. Therefore, an NLTP variation request will also be submitted to the Transport Agency for its approval.

Document ownership

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Glossary

Acronym	Description
GPS	Government Policy Statement on land transport 2018
LTMA	Land Transport Management Act 2003
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme
RLTP	Auckland Regional Land Transport Plan 2018-28
RTC	Regional Transport Committee
The Transport Agency	New Zealand Transport Agency