

Proposed Variation to the 2018 Regional Land Transport Plan

For decision:

For noting:

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

- a) Agrees to amend the 2018 Regional Land Transport Plan to include the project *Prevention of Wrong Way Drivers*.
- b) Invites the Chief Executive to forward the amendment to the Regional Land Transport Plan to Waka Kotahi New Zealand Transport Agency on the board's behalf.

Te whakarāpopototanga matua / Executive summary

1. A variation to the Regional Land Transport Plan (RLTP) for this project has been submitted to the Regional Transport Committee (RTC) for its consideration at its meeting of 29 April 2021. If the RTC agrees to lodge the variation with the board, it is recommended that the board approves it for inclusion in the RLTP.
2. The purpose of the project is to allow Waka Kotahi NZ Transport Agency (Waka Kotahi) to implement a system across the Auckland motorway network that detects vehicles and warns drivers when entering motorway offramps against the flow of traffic.
3. This is a new project that Waka Kotahi proposes to commence in the 2020/21 financial year. A variation is sought to add it to the 2018 RLTP, which is necessary to enable Waka Kotahi to obtain funding from the National Land Transport Fund (NLTF).
4. The process for varying an RLTP is laid out in section 18B of the Land Transport Management Act 2003 (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.

Ngā tuhinga ō mua / Previous deliberations

5. This matter has not been considered by the board previously.

Te horopaki me te tīaroaro rautaki / Context and strategic alignment

6. The RLTP is Auckland’s 10-year transport plan that details the programmes which will be progressed over the coming decade.
7. From time to time, a variation may be required to an RLTP to address any changes or gaps in the investment programme. 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.

Ngā matapakinga me ngā tātaritanga / Discussion and analysis

Proposed Variation for Wrong Way Drivers

8. The project proposed by Waka Kotahi for inclusion in the RLTP *Appendix 2 NZ Transport Agency Investment Programme* is:

Project Name	Project Description	Prioritisation	Duration	2020/21 (\$ million)	2021/22 (\$ million)	2022/23 (\$ million)	Total Anticipated Cost (\$ million)
Prevention of Wrong Way Drivers	To implement a system across the Auckland motorway network that detects vehicles and warns drivers when entering motorway offramps against the flow of traffic.	2	2020-2023	0.493	7.533	0.594	8.620

9. The potential for severe crashes is extremely high when vehicles enter the motorway corridor in the wrong direction via an offramp as these drivers are heading directly into the path of on-coming vehicles travelling at high speed with no designated road space for them to drive into. In the five years between 2014-2018 there have been over 100 entries per annum onto offramps across the Auckland motorway network which have generated one death and two serious injuries.

10. Waka Kotahi proposes to move from a limited proof of concept phase to a full network rollout (delivery) of the programme, consisting of 123 sites across 93 offramps on the Auckland motorway network. A budget of \$8.6M has been set aside for this deployment.
11. This project is a new project and therefore not in the 2018 Auckland RLTP. This project must be included in the RLTP if Waka Kotahi is to seek funding for the project from the NLTF, as required by section 16(3) of the LTMA.
12. The project is not considered a 'Significant Activity' as it is not a large new improvement project of strategic or financial importance in terms of the criteria in the Significance Policy. Therefore, it does not need to be prioritised in the RLTP in terms of s.16(3)(d) of the LTMA. However, a priority of 2 is proposed, which is consistent with all funded projects in the RLTP other than committed, ring-fenced, operational and renewal projects which are given a priority of 1.

Requirements when considering a variation to the RLTP

13. The requirements of the RTC when considering an RLTP, and which are also applicable when considering a variation to an RLTP, are set out in section 14 of the LTMA. The RTC is responsible for assessing the variation in terms of s.14 of the LTMA, including strategic fit and affordability. If the RTC decides to lodge the variation with the board, 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. It is recommended that board approves the variation, if lodged by the RTC.

Ngā tūraru matua / Key risks and mitigations

15. The proposal addresses safety risks on the motorway network. No additional risks have been identified.

Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts

16. The financial impacts are addressed in the body of the report.

Ngā whaiwhakaaro o te taiao me te panonitanga o te āhuarangi / Environment and climate change considerations

17. The proposal has no environment and climate change considerations.

Ngā reo o mana whenua rātou ko ngā mema pooti, ko ngā roopu kei raro i te maru o te Kaunihera, ko ngā hāpori katoa / Voice of mana whenua, elected members, Council Controlled Organisations, customer and community

18. As this is not a Significant Variation to the RLTP, consultation by the RTC is not required on the proposed variation.

Ngā whaiwhakaaro haumaruru me ngā whaiwhakaaro hauora / Health, safety and wellbeing considerations

19. The objective of the proposal is to reduce deaths and serious injuries on the motorway network.


Ā muri ake nei / Next steps


20. If the board agrees to amend the RLTP to include this project, the Board must then forward the amended RLTP to Waka Kotahi for use when developing the National Land Transport Programme. It is proposed that the Chief Executive does this on the Board's behalf.

Te whakapiringa / Attachment

Attachment number	Description
1	Memo from Barbara Tebbs, National Manager Policy and System Planning, Waka Kotahi, <i>Variation - Regional Land Transport Plan</i>

Te pou whenua tuhinga / Document ownership

Submitted by	Mark Fleming Principal Advisor	
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Recommended by	Jenny Chetwynd Executive General Manager Planning & Investment	
Approved for submission	Shane Ellison Chief Executive	