

Version 2 – includes additional supporting information for September 2019 RTC

Request to vary the Regional Land Transport Plan for Taranaki 2015-2021	
Purpose:	To enable the Taranaki Regional Transport Committee to consider a request for a variation to the <i>Regional Land Transport Plan for Taranaki 2015-21</i> (RLTP).
Requesting organisation:	NZ Transport Agency
Contact person/s:	Chris Gasson – System Design – Portfolio Manager – Interregional Journeys, NZ Transport Agency
Variation request:	Add new project – Taranaki SH Speed Management Guide Implementation
<p>Background to variation request</p> <ol style="list-style-type: none"> 1. 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. NZTA has developed the Safe Networks Programme to deliver the safety objectives within the GPS, including acceleration of the implementation of the Speed Management Guide. 2. In particular, GPS 2018 supports investment in state highways and local roads to accelerate the implementation of the new Speed Management Guide, focusing on treating the top 10 percent of the network which will result in the greatest reduction in death and serious injury as quickly as possible. This Guide was developed to provide a nationally consistent approach to speed management, delivering both a safe system and network efficiency. 3. MegaMaps (the Safer Journeys Risk Assessment Tool) is used to assess an appropriate operating speed for all roads, both local roads and state highways. The results from this technical exercise can then be used to increase community awareness and understanding of road risk, informing local communities so that they can effectively engage in discussions on proposed interventions. 4. As part of the Safe Network Programme, a nationwide programme of activities is being developed and the Taranaki region is identified as a Very High priority area for the implementation of speed management and a wider range of network safety improvements. 5. Note that the cost estimates presented are budget only and are 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 in the National Land Transport Programme and more stringent tests that apply to activities for which funding approval is sought. 	
<p>Details of variation request</p> <p>Taranaki State Highway Speed Management Guide Implementation</p> <ol style="list-style-type: none"> 6. The Taranaki SH Speed Management Guide Implementation activity covers the identification and implementation of the highest benefit safety improvements on the state highway network 	

within the Taranaki region and is part of the three year nationwide Safe Network Programme announced by the Minister on 16 December 2018.

7. Complementary projects may be required on local roads and these may be the subject of later RLTP variation requests. NZTA and local road controlling authorities will work collaboratively on developing the detailed programmes of work required.
8. The work is estimated to cost \$1.45m in total (over 3 years) and be completed under Work Category 324 “Road Improvements” with 100% Funding Assistance Rate.

Location:	the state highway network within the Taranaki region
Scope and duration:	The Taranaki SH Speed Management Guide Implementation activity covers the identification and implementation of the highest benefit safety improvements on the state highway network within the Taranaki region and is part of the three year nationwide Safe Network Programme
Estimated cost/s:	\$1.45million
Funding source/s:	National Land Transport Fund
Links to Objectives & Policies of RLTP: <i>Refer to Table 2 on page 42 of the Plan</i>	This project is strongly aligned with the overarching safety objective identified in the Strategic Direction outlined in the RLTP. <i>Objective 3 - A safe transport network increasingly free of death and serious injury.</i>
Impacts on RLTP:	The proposal does not negatively affect any other projects in the RLTP, nor affect the overall integrity/affordability of the Plan.
Relationship to the RLTP’s Significance policy on variations: <i>Refer to Section 7.4 on page 69 of Plan</i>	It is considered that this variation request does not trigger the significance policy to required public consultation.

Process for consideration and approval of variation requests

The current RLTP for Taranaki was approved in April 2015 (then revised by a mid-term review in June 2018) and any significant new capital works that need to be included require a variation to the programme of activities component of the RLTP. A project must be included within the RLTP before it can be approved for funding from the National Land Transport Fund which the NZ Transport Agency (NZTA) distributes through the National Land Transport Programme.

In accordance with the RLTP variation policy, any variation to the RLTP should be considered and supported by the Regional Transport Advisory Group (RTAG) before being forwarded to the Regional Transport Committee (RTC) for consideration and endorsement, then to the Taranaki Regional Council (TRC) for final approval. The NZTA is then notified of the varied Plan, per section 18D of the *Land Transport Management Act 2003*.

Timeframes for consideration of variation request

The following outlines the expected timeframes for processing this variation request. The organisation requesting the variation is responsible for outlining the proposal to the RTAG and RTC.

Consideration by RTAG	29 March 21 August 2019	<i>Progression to the following step will only occur if support of the variation request is given by the considering body.</i>
Consideration by RTC	12 June 11 September 2019	
Consideration by TRC	2 July 1 October 2019	
Forward to NZTA	5 July 4 October 2019	

Supporting attachments

Further information provided by NZTA on 5 June 2019 (#2270150) and 19 July 2019 (#2315364)