

AN UPDATE FROM THE NZ TRANSPORT AGENCY



2018/21 Regional Land Transport Programmes and the National Land Transport Programme - Policy Direction and Timing

Kia ora

The Minister of Transport, Hon. Phil Twyford, recently wrote to the Chairperson of each Regional Transport Committee, to the Transport Special Interest Group and to Local Government New Zealand outlining the Government's key transport policies and priorities.

In his letter, the Minister signalled the intention to amend the draft 2018-21 Government Policy Statement on Land Transport Funding (GPS) to reflect the Government's immediate priorities. The Minister undertook to make this revised draft available for you to consider in early 2018, in order to provide the certainty needed to bring together the 2018/21 Regional and National Land Transport Programmes.

Central and local government collaboration in delivering a safe, efficient and connected transport system for New Zealand is critical. It's important that we collectively have sufficient time to reflect Government's priorities through Councils' Long Term Plans, and the 2018/21 Regional and National Land Transport Programmes.

We have made the following changes to the 2018/21 Regional Land Transport Programme and the National Land Transport Programme development timelines:

Development step	Current timeline	Revised timeline
Regional Land Transport Programme submitted to the Transport Agency	30 April 2018	30 June 2018
National Land Transport Programme adopted	30 June 2018	31 August 2018

Those specific activities relating to maintenance services, passenger transport services and road safety promotions (referred to as your continuous programmes) are a significant component of Long Term Plans. In the past, we have given you an indication of likely funding levels for these programmes as early as possible in the NLTP development process to provide you with certainty and continuity. This practice will not change. Continuous programmes will follow the current timetable and still need to be submitted on 16 December 2017, so that the Transport Agency

can assess and prioritise these programmes against the Government's policy direction to provide the clarity you need.

The current 2015-18 NLTP period will be extended by two months to 31 August 2018 to ensure activities in the current NLTP can continue to be approved.

The Minister also noted some of the government's priorities may require more fundamental changes to the scope of the GPS that cannot be immediately accommodated in this amendment. The Minister indicated it is likely the GPS will be amended again during the 2018-21 NLTP cycle. We will work closely with you to ensure a smooth process for responding to these later changes to the GPS.

We encourage you to share this letter with your colleagues as you see fit to ensure a wide understanding of the processes and timeframes. We look forward to continuing to work with your teams in the coming months in the development of the RLTP and NLTP. If you have any questions, please contact your Director Regional Relationships.

Regards

Fergus Gammie
Chief Executive
NZ Transport Agency



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Te Kaunihera-ā-Rohe o Ngāmotu

NEW PLYMOUTH DISTRICT COUNCIL

newplymouthnz.com

Office of the Mayor

28 November 2017

Councillor Craig Williamson, Chair
Regional Transport Committee
Taranaki Regional Council
Private Bag 713
Stratford 4352

Dear Councillor Williamson

At yesterday's New Plymouth District Council Police Liaison Working Party meeting, two issues were raised which I'm sure will be of interest to the Regional Transport Committee and may already have been addressed by the committee.

The first is ongoing concern of Oakura residents to the situation on State Highway 45 of the safety of traffic entering and leaving Corbett Park and Victoria Road. In recent times, NZTA have responded to earlier concerns about traffic turning into these areas and the former passing lane heading towards New Plymouth which began at that intersection. The solution proposed in the consultation with residents of the area was to lower the speed limit from the top of the hill toward Oakura to 70kph. NZTA responded to this saying that a passing lane could not be situated in a 70kph area so the suggestion was made that it be converted to a "slow vehicle lane". In recent weeks the passing lane has been removed, the speed limit remains at 100kph and a wide double yellow centre line has been added. The effect of this has possibly been to decrease safety and increase frustration rather than resolve the high speed conflict problem at the intersections. Councillors wonder why the community consultation was conducted at all if sensible recommendations are ignored. Could this matter please be reported on back to NPDC.

The second issue is continuing concern from Urenui residents in regard to observation of the 50kph speed limit applying in the village. Residents are pleased with increased police attention in recent times but clearly as the summer approaches and the relatively short distance of the 50kph often results in much higher speeds, that visiting and local pedestrians and children will be more frequent and obviously there is continuing risk here.

We would like NZTA to look into both these issues and suggest and implement suitable solutions that will take into account community views.

Yours sincerely

 Neil Holdom
MAYOR NEW PLYMOUTH DISTRICT